RAILROAD

JULY 1974 75 CENTS

MAGAZINE

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 96, No. 3, JULY 1974

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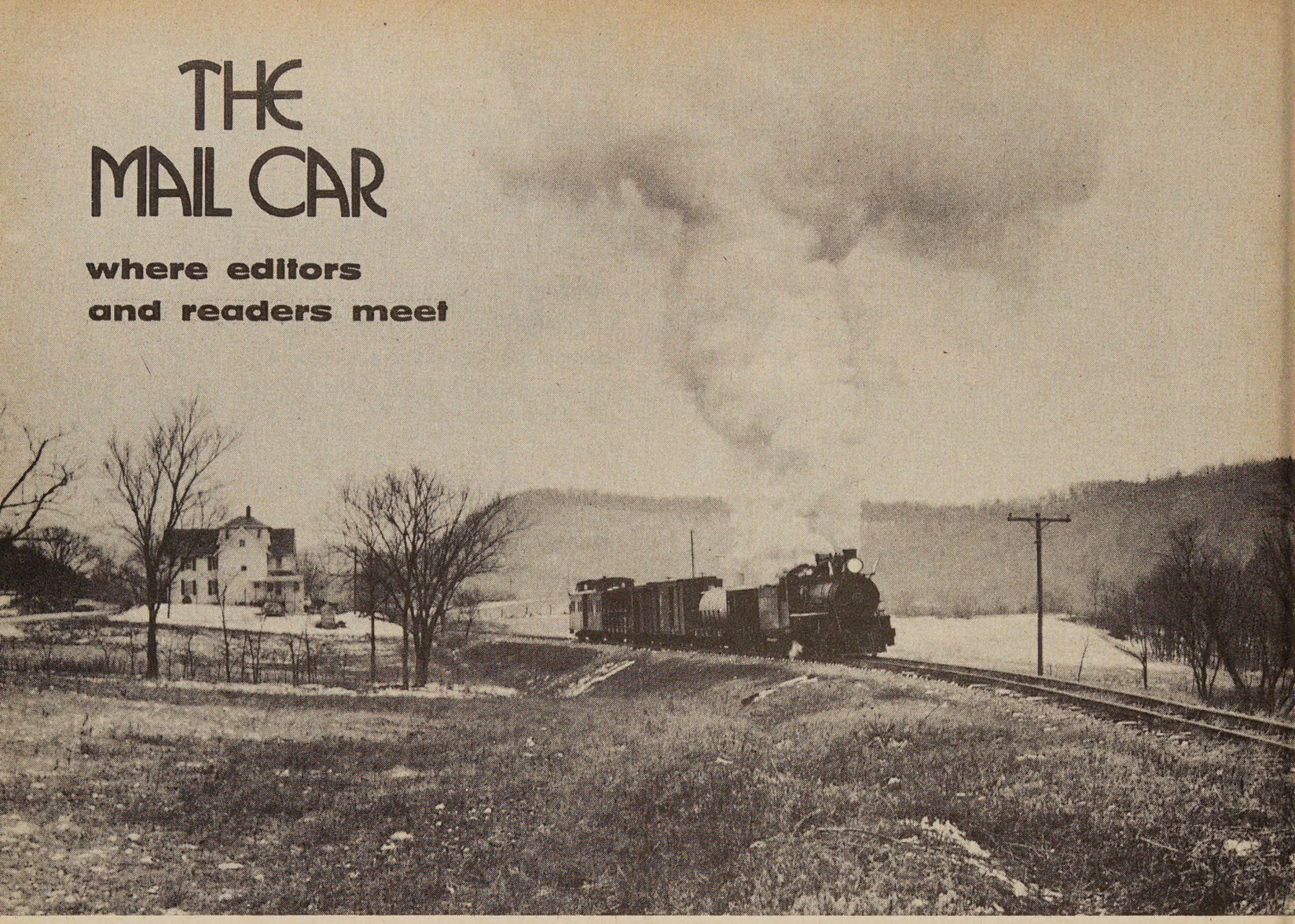
Photograph by CP Rail

Ready to roll. CP Rail recently spent more than $20,000 to renovate and expand the passenger facilities on this self-propelled diesel car shown at Windsor Station, Montreal. The project, aimed at better utilization of existing passenger equipment, included conversion of the baggage section into a passenger area. Space was made for 16 additional persons, and air-conditioned throughout. The line is considering converting 21 similar cars to all passenger.

THE MAIL CAR

where editors and readers meet



East Broad Top winter week-end "turn of the century" freight train last February 12 pulled by steaming Mikado No. 12.
James B. Armstrong 2127 California St. N.W., Washington, D.C. 20008

OUR COVER shows a run-past near Flesherton, Ont., Canada, on a fan-trip over CP Rail's Owen Sound subsidiary last October 14th. That trip marked the 100th anniversary of rail service to Owen Sound and the centenary of the narrow-gage Toronto, Grey & Bruce (now part of CPR). The engine is ex-Canadian Pacific 4-4-0 No. 136, built in 1885 and now owned by Neil McNish of Toronto, who leased her to the Ontario Rail Assn. for this excursion. Also in the train was an old boxcar, an old flatcar, and a first-class coach. The same train starred in "The National Dream," based on the building of CPR, in a Canadian Broadcasting Corp. television series. John Picur, age 22, who made our photo, is a journalism student and grandson of a Canadian Pacific section foreman. He lives at 287 Markland Dr., Apt. Ph-12, Etobicoke, Ont., Canada. ●

NEXT MONTH: J. Edgar Smith will tell how he helped to design SUPERPOWER STEAM LOCOMOTIVES. This great illustrated feature is the last one he will ever write. Mr. Smith, who was a design consultant for American and then Lima Locomotive Works, died last May 18th at age 78. The world seems smaller because he has gone. ●

YOUR May cover showing Bonnie Skubisz tape-recording Southern's 4501 is interesting and well done. However, aside from her unsafe position on a main track, which you mentioned in the *Mail Car*, tape-recording fans know that the girl is too near the engine to get good sound. Any locomotive generates a heavy volume of noise.

On another note, I wish you'd start a new department called *Electric Locomotives*. The current big push for rapid transit lines is spilling over to main-line electrification—a field that *Railroad Magazine* should cover as the next logical step beyond diesels in the modernization of railroads.—Jim Davies, 78 Warren Pl., Ridgewood, N.J. 07450. ●

CHICAGO lake-front property between the Chicago River and Randolph Street was given by the State of Illinois to the Illinois Central Railroad in 1851 to operate a rail system. The land is now valued at $1 billion. In recent years, Illinois Central Industries, Inc., through several sister corporations, has been using it to develop high-rise office and apartment buildings. So the state's attorney general, William J. Scott, is asking a Federal court to order IC Industries to return this land to the state unless the company uses its profits to maintain its railroad system.

The legal action comes at a time when the railroad, with $1 billion in real estate, is seeking funds from the Regional Transportation Authority and the Federal Government to subsidize its rail operations. ●

SO FAR as we know, Mrs. Annabelle Cooper, 143 Field Ave., Battle Creek, Mich., is the only woman ever hired by any railroad to run an overhead traveling crane that could lift locomotives. For 43 years she worked in the Grand Trunk Western repair shops in Battle Creek.

Fifty feet above the floor she rode in her little carriage, operating levers that could hoist anything from boiler plates to steam engines. She became so adept at her trade that she could set a locomotive down to within an inch of a

man's hand. During her years with GTW she made one million lifts without a single accident.

"Now, I know what you're thinking," Amy South writes in the Battle Creek *Enquirer and News*, "that she was a burly, masculine-looking woman, a brave soul who could do anything. But she wasn't. She was a pretty, feminine woman who was scared to death the day she first started working at Grand Trunk."

Looking more like a perky college coed than a machinist, Annabelle applied for a job in 1918. She was 25 years old, separated from her husband, the mother of a small child, and was unskilled, untrained, and desperately in need of a job. Because so many men were going off to fight in World War I, Grand Trunk was hiring women. They took on Annabelle Cooper as a crane operator.

In 1961 she retired. Recently she revisited the old shops, looked at the big overhead crane and could hardly believe she had climbed up there and worked for 43 years. ●

YELLOW and sometimes green fusees many years ago were caution signals, reports Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206, answering a question from A. W. Frakes, but neither one is used as such any more. In those days some fusees burned red for five minutes and then yellow for five minutes. The June 15, 1903, issue of Southern Pacific *Rules and Regulations, Operating Department*, stated: "A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal." That was before World I, at a time when red meant stop, green caution, and white clear. Remember that old poem by Cy Warman, *I Hope the Lights Are White*? The use of white as a clear signal was discontinued largely because of a train wreck brought about by a red roundel falling out of a trackside signal which had been set at stop. The empty "eye" inadvertently gave the engineer a white (go-ahead) indication. ●

ADJUSTMENT to the energy shortages may mean that America will have to become a "train society," according to Prof. Kenneth Watt, a University of California ecologist.

Says he: "You'd be surprised how many of the nation's problems could be solved with widespread and efficient use of trains. If the President were to list the 50 greatest problems affecting the country in order of priority—pollution, fuel, unemployment, for example—most could be solved by construction of railroads and mass transit systems. Trains are a far more efficient user of fuel for passenger transportation than are airplanes or automobiles.

"European and Japanese cities are tightly linked by high-speed, very efficient, modern trains. The people there are accustomed to using mass transit and intercity trains and are far less reliant on the automobile for their transportation needs. America will have to become this way if we are to exist comfortably with less fuel." ●

Unidentified girl with a ukelele entertains passengers on Southern Pacific open-end observation car somewhere in California in the year 1928.
Collection of Ted Wurm

NEW YORK'S Governor Wilson has acted commendably, and just in time, to prevent destruction of the much-needed Adirondack Railroad line from Remsen, N.Y., just north of Utica, to Lake Placid, the *New York Times* editorializes. By directing his Department of Transportation to negotiate with receivers for the bankrupt Penn Central, he holds out hope that a sound facility will not be sacrificed to either the greed of the seller or the parsimoniousness of the state.

The Adirondack Line may well prove indispensable to the people of Adirondack Park as fuel shortages reduce the reliability of truck and automobile traffic. What is unusual in the fight to save this rail line is that conservationists are joined by local chambers of commerce, which have reason to fear a falling off in tourism if people and goods are denied reasonable access to one of the most beautiful scenic areas in the East.

It would be ironic to destroy this environmentally acceptable means of travel while allowing some state legislators to succeed in opening 18 Adirondack lakes to the noise and pollution of aircraft. Plausible estimates of the price of the entire rail line run no higher than $7 million—or $9,000 per mile. Compare that with a ten-mile stretch of highway now being built in the area at $1 million per mile. ●

DENUNCIATION of a bill sponsored by the Department of Transportation which would permit a huge increase in the length and width of trucks using interstate highways was made by John P. Fishwick, president of the Norfolk & Western.

"The American people cannot continue to subsidize the trucking industry and expect to have a viable rail system," he said at the annual meeting of N&W share-owners. "Truckers are using the energy crisis as an excuse in seeking to increase the axle weight of trucks from 73,280 pounds to 108,000 and to permit the operation of twin trailers. If permitted, the heavier vehicles would intensify the damage to the interstate highways and compound safety problems." ●

WHEN I hired out to the Boston & Maine in 1950, all messages were handled on the telegraph wire, and as late as 1956 a few branches of the B&M were still dispatching by Morse. Now all the telegraph instruments are gone. I sometimes wonder whether or not I could still read a sounder if I heard one.

A rare incident took place in Granby, Quebec, during the 1951 NRHS convention. A grade-crossing accident had occurred and the crew returned to the depot to make a report. Of course, everyone had crowded around the office door to find out what was going on. The crew, police constable, and agent were talking to one another in French, while the agent sent his report by telegraph. I hardly understood a word of the patois, yet was passing along to the group exactly what had happened. The agent was sending in English on the wire, and I was reading the dots and dashes.—Donald S. Robinson (one of our *Interesting Railfans*), 154 Ipswich St., North Billerica, Mass. 01862. ●

TOP OFFICERS of the former Penn Central management have been charged by the Securities and Exchange Commission of large-scale fraud in concealing losses on the railroad before it collapsed into bankruptcy four years ago. In a 27-page complaint filed in the United States District Court in Philadelphia, the Commission brought charges

of fraud against Stuart T. Saunders, former Penn Central chairman, and David C. Bevan, the railroad's chief financial officer before its bankruptcy. Also named defendants were three former directors, seven men connected with Penn Central affiliates, and Penn Central's accounting firm of Peat, Marwick, Mitchell & Co.

The commission accused Saunders and Bevan of improperly inflating the earnings of the railroad to disguise its increasingly precarious financial condition following its creation on Feb. 1, 1968, by the merger of the old Penn and New York Central.

The Commission is seeking a court order requiring Bevan to pay back "improper profits" in Penn Central stock transactions. It also asked for recovery of "improper payments" to officers of subsidiaries, and a court order barring the defendants from further violations of SEC regulations. ●

THE ICC has roundly denounced as "a massive abandonment of rail services" a Transportation Department plan to reorganize the bankrupt railroads of the Northeast. But the Commission is not offering any plan of its own.

In a 36-page report to the newly-formed U.S. Railway Assn., it says the plan to streamline the 40,000-mile, 17-state Northeast rail system has "confused and angered" the public because of the large amount of track—nearly 16,000 miles—to be abandoned.

"Unquestionably, there are excess rail lines in the region," the Commission says, "but factors such as the location of car and engine shops and railroad yards should be taken into consideration in deciding which tracks are excess. The Transportation Dept. plan, on the other hand, determined which were excess on the basis of the amount of freight carried each year."

Another recent ICC action rejected a request by the nation's railroads to boost their freight rates by 10 percent, effective almost immediately. The regulatory agency told the carriers that the "short-notice" rate increase they were seeking was too short since it did not give interested parties such as shippers and communities sufficient time to respond to their plea. ●

BUS-ORIENTED describes Claude S. Brinegar, U.S. Secretary of Transportation. Don't forget that before being appointed to President Nixon's cabinet he was senior vice pres. of Union Oil Co. Some of his remarks could well have been uttered by the head of General Motors. For example: "Cities that do not now have rail transit systems should carefully consider all alternatives prior to starting new systems. The solution for most cities is more in the direction of traffic management, special bus systems, exclusive bus lanes, incentives for car pools, and peak-hour stretch-outs."

RETIRING on June 30th as president of the Brotherhood of Locomotive Engineers, C. J. Coughlin was succeeded by B. N. Whitmire, first vice president, whose rail career began in 1941 by firing for the Terminal Railroad Assn. of St. Louis and who became an engineer in 1945 while serving in Europe with the 723rd Railway Operating Battalion.

DURING my ten years of working with Boy Scouts I learned that many of them had never ridden a train. So one day on a trip to Shea Stadium to see a baseball game, we took a train to Grand Central Terminal and then the subway to the stadium, and the boys enjoyed the train ride more than the ball game. Our pack has since visited the Valley Railroad at Essex, Conn., the Branford Trolley Museum, railroad yards, a signal tower, and engine terminals. Youngsters in general are taking a greater interest in railroads. Recently the president of the Western Connecticut Chapter of NRHS taught a class about trolley cars for a week at our local high school. He said the enthusiasm shown was unbelievable. —Charles H. Grabert, Cubmaster, Pack 268, Fairfield County Council, 170 Read St., Bridgeport, Conn. 06607.

AFTER waiting for gasoline for an hour and 40 minutes in a long line of automobiles that crossed the New Haven Railroad tracks at Bethel, Conn., the car of Charles Moffett was straddling the rails when he heard a warning signal blast and jumped out of his 1972 model vehicle just as a ten-car train from Danbury demolished it. Adding to his woe, police gave him a ticket for failure to stop at a grade crossing!

WHEN LeRoy Kline, a Chessie System conductor, made his last run out of Pittsburgh, Pa., the other day, a former police chief presented him with a cash gift collected from his commuter passengers. This reminds us of the old days when a railroad conductor was regarded as a man of importance in his community.

CHARLES M. MIZELL, Jr., has resigned as editor of *The Clearance Card*, monthly newsletter of the Southwest Railroad Historical Society. "In December '62," he writes, "I offered to take over the editorship until they could find someone who would do it right. Evidently, all were pleased with my efforts—or at least they didn't want the job themselves—so I had been beating out the newsletter ever since. And I enjoyed it; but it was time-consuming, and I want to do some other things. I'll be glad to help the new editor, whoever he may be, with an occasional drawing or blurb, and in any other way that I can; but I have to get away from this deadline every month."

DR. BENJAMIN H. SPOCK, author of *Baby and Child Care*, a classic in its field since it came out in 1946, was the eldest of six children in a "very Puritanical," aristocratic, Connecticut household, his father having been general counsel for the New Haven Railroad. His latest book is *Raising Children in Difficult Times.* ●

The Maple Leaf Dominion

A CANADIAN PACIFIC colonist car model, nearly full-size scale, will be a permanent exhibit in the Vancouver, B.C., municipal museum. It is being built and furnished as accurately as possible from drawings and old photos. Historian Robert Watt says it is the type of car that entered Vancouver on May 23, 1887, in the first train into the city. When completed in autumn, it will display one-third the length of an entire car. Slides or film shows will be projected onto a blank wall at the cutoff end.

EARL ERIKSON, a hogger, retired the other day after 51 years of Canadian Pacific service, making his last run on the Lakeshore doubledecker commuter train out of Windsor station. He began railroading as a callboy in 1923 at Chapleau, Ontario. "We didn't have snow removal then, as we have now," he recalls, "and no telephones. In winter time I had to wear snowshoes to call the crews. My father and my father-in-law also worked for CP. But I did something that neither of them ever did: I polished the brass on the president's private car."

"WHO is managing transport in Canada? I don't know," federal Transport Minister Jean Marchand told the Canadian Railway Labour Association after presentation of the annual CRLA brief to the Cabinet, reports the *Canadian Railwayman.* Enlarging on statements made earlier in the House of Commons, Mr. Marchand said, in effect, that a new, long look must be taken at the whole transportation system in Canada. He said the nation has no comprehensive transportation policy and that such policy as there might be is based on outmoded principles.

The competition principle, basis of the 1967 National Transportation Act, is not working. Technological changes

and the energy crisis have so changed matters that now the railways must again be looked upon as the major transport mode, both for freight and passenger services.

CANADIAN NATIONAL'S failure to enforce non-smoking rules aboard its suburban trains has cost the company $150. Three commuters sued in Montreal's small claims court, charging that rules were not being enforced and that, therefore, the cars were unhealthy. The judge awarded each complainant $50. As a result, CN reports that smoking has since been halted on its commuter trains. ●

Our Monthly Newscast

ILLINOIS CENTRAL GULF has sold a 68-mile branch line in Louisiana to Trans-Action Associates Inc. of Joliet, Ill. The price wasn't disclosed. The trackage, known as the Midland branch, between Concordia Junction and Packton, will be operated as a short-line common carrier. The sale includes three diesel locomotives.

FEDERAL regulations giving train crew men the same type of specific no-drinking periods before going on duty as airline pilots get are urged by the National Transportation Safety Board. The recommendation is made in its report on the collision of two Southern Pacific freight trains in the SP yard at Indio, Calif., last June 25th. An engineer and a head brakeman were killed when their 71-car train passed both an approach caution signal and a stop signal at about 60 mph and rammed into the rear of a standing 23-car freight, derailing and damaging 33 cars. The long train was operated, the Board held, "at excessive speed by an engineer under the influence of alcohol."

Not only that, but the hogger had been without rest for at least 23 hours before the crash. SP rules prohibit the use of alcoholic beverages by employes subject to duty, the Board points out, but "do not insure that an engineer or conductor will be in proper physical condition when he goes on duty."

SIERRA RAILROAD, in only its third season since beginning the restoration of its historic yards at Jamestown, Calif., now offers more hours of steam passenger service than any other railroad in the state. The Sierra is operating its *Cannonball* train over an 18-mile round trip three times per day every Saturday through Oct. 31st and every Sunday through Oct. 13th, in addition to a dinner train Saturday nights.

The area bustles daily with visitors learning about the Golden Age of railroading from an experienced guide who leads them through the blacksmith shop, foundry, belt-operated machine and carpentry shops, turntable area, and the six-track roundhouse containing a variety of steam locomotives, antique passenger cars, and the original tools and equipment still used to maintain them.

NORFOLK & WESTERN has placed a $10 million order with Southern Iron & Equipment Co. of Chamblee, Ga., for 500 general-purpose, 70-foot boxcars to be delivered next year.

TWO Federal judges in Philadelphia have ruled that three bankrupt eastern railroads—the giant Penn Central, the Lehigh Valley, and the Reading—cannot be reorganized on a profitable basis. They said the lines should become part of a new rail system ordered created by Congress. But another court has ruled that the Erie Lackawanna may remain independent of the proposed Consolidated Rail Corporation.

THE KATY has applied to the U.S. Railway Association for a $16.9 million long-term loan to assist its rehabilitation. Verging close to insolvency for many years, although occasionally showing a modest profit, the road attributes its financial weakness to inadequate capacity and deferred maintenance. If the loan is granted, M-K-T will restore to operational efficiency some 110 miles of mainline in South Texas, buy more diesel locos, increase by 11 percent its covered hopper car fleet, and begin planning for a major new yard at Parsons, Kansas.

AS WE GO to press, a bill to pave the way for establishing a new railroad on Penn Central tracks in western Connecticut has been sent to Gov. Thomas J. Meskill for signature into law. The measure authorizes the state Public Utilities Commission to grant a charter to whomever might finally form a company to run trains on the Berkshire Division line from Danbury to Canaan. It was approved by the General Assembly. This trackage is one of the lines put down for abandonment under the National Railroad Reorganization Act.

BANKRUPT Penn Central, which recently got an $18 million Federal grant, owes 900 municipalities in New York State alone more than $57,912-285. That figure, representing property

Last April 21st was a cold morning at Kalamazoo, Mich., as Amtrak No. 361, westbound for Chicago, stopped to pick up passengers nearly all of whom were Western Michigan University students, including the two shivering co-eds in the foreground, Debbie Costello and Lorna Hunter.
John Uckley, 414 W. 4th Street, Monroe, Mich. 48161

taxes due only through the end of 1973, was obtained from Robert Kilmer, director of the Board of Equalization and Assessment of the N.Y. State office of Local Government. ●

LAST CHANCE for a *Railroad Magazine* subscription or renewal at today's price is now. Next month we will announce a new rate, forced upward by the higher postal rate and other rising costs. And until our August issue comes out, the price for old issues is 85¢ each, payable by check, money order, or U.S. stamps. When you order back issues, mention alternate choices in case we are out of those you pick. ●

Overseas Railroading

NEW ZEALAND Railways are studying the possibility of electrifying their main trunk line between Wellington and Auckland.

"BERNINA RAILROAD, operated by the Rhaetian Railway, pictured in your May *Photographs of the Month*, is the highest mainline railway in Europe," writes Bernard L. Albert, M.D., 67 Tunstall Rd., Scarsdale, N.Y. 10583. "Several mountain railways climb higher, the highest being the Jungfraubahn, which reaches an altitude of 11,333 feet."

GLASGOW, Scotland, already has Britain's largest suburban railways system outside London. This is to be further extended so that by 1977 there will be more than 100 passenger railway stations in the Glasgow conurbation, of which 10 will be in the central area. The Glasgow-London line has been electrified along its entire 400 miles, cutting the journey to five hours.

I READ a recent comment in your *Mail Car* on "two-million-milers." My country boasts a locomotive, No. 1, built by GM under Australian license, that has traveled nearly 3,000,000 rail-miles! Named *Robert Gordon Menzies*, it weighs 108 tons, generates 1500 hp, and was placed in service in Sept. 1951 on the standard-gage transcontinental route of the Commonwealth Railways, operated by our Federal Government. Besides being the first mainline diesel-electric unit bought by this system, it was also the first in mainland Australia. (See photograph on page 48.)

It has spent most of its working life in freight and passenger service, especially the latter, on the 1,108-mile route between Port Pirie and Kalgoorie averaging over 400 miles a day. With a fuel consumption of 1.2 gallons per mile, this represents the haulage of one ton per mile on a teaspoonful of fuel. The CR has 11 diesel locos which completed, some time ago, between one and two million miles in service. All are still in operation.—C. B. Morris, locomotive engineman, Box 362, Kalgoorie, 6430, Western Australia. ●

Wheeling & Lake Erie Berkshire 6411, highballing at excess speed, chewed up this swamp near Brewster, Ohio, on bleak Dec. 23, 1939. Loco was repaired at Brewster and returned to service. Wrecking crane at right was from the AC&Y.
Charles W. Burns, 406 Heustis St., Yorkville, Ill. 60560

He Died at the Throttle

THE WRECK of a Wheeling & Lake Erie engine mentioned in Bert Pennypacker's article in your March issue needs further details. Bert wrote: "Engineer Harry Johnson had no idea he was making his final run that hot Sunday morning, July 27, 1924, when he wheeled train No. 7 briskly out of Zanesville, Ohio." Seven was the northbound passenger to Cleveland. He was assigned to 4-4-0 No. 2206 because his regular engine, No. 2203, was then in the Brewster Shops for repair.

No. 7 had a baggage car, a smoker, a day coach, a parlor car, and 91 passengers. It kept "right on the advertised." In mid-afternoon Johnson whistled for the Beach City station stop, paused there briefly, then widened on the throttle and hooked his engine up. His fireman, Roy West, had quickly tamed their fire so that a feather blossomed at the pops. A mile out of Beach City, the high-stepping 2206 rocked in protest as she rounded the curve that led to a wooden trestle over Sugar Creek. The hogger slammed his throttle forward.

Just then a man ran up the track toward him, frantically waving a washout (emergency stop signal). Johnson acknowledged it. The bridge ahead was burning! He must have known that air brakes couldn't stop them in so short a distance at high speed; so he reversed his engine, yanking his throttle back, and boldly raced into the billowing flames! His driving wheels spun in a backward motion.

This was a tragic mistake. If he had not reversed, he would have reached the opposite bank safely. As it was, the 4-4-0 and the baggage car halted for a few seconds on the opposite bank; but, with the steam chest full and the Johnson bar in reverse, were forced to lunge backward onto the fiery trestle. Weakened by burning timbers, the bridge collapsed under the impact. It sagged to the water's edge, 25 feet below, dragging the engine back with the sinking cars. Fireman West "joined the birds," as boomers used to say, and was only slightly injured.

Johnson rose to his feet and rode down to the creek below. Afterward, he was found crushed to death in the cab, still in standing position, with the throttle partly opened and the reverse lever all the way back. Meanwhile, the toppled cars had caught fire. The terrified passengers screamed for help. At length some men in the day coach broke windows with fire axes and chopped out window frames, thus permitting the passengers to escape from the blazing cars and from drowning in Sugar Creek's eight feet of water. Fourteen persons, however, were injured seriously. But the parlor car remained on the sunken track, only its wheels being submerged. No one in this car, including the conductor, William McDonald, had anything worse than cuts and bruises.

This narrative came from eye-witness Carey Baughman, a W&LE machinist at the Brewster Shops. He happened to be fishing in Sugar Creek that fatal afternoon. It was he who tried in vain to flag down No. 7 in her race to destruction.—Lester A. McDaniel, 3208 Parklane, Columbus, Ohio 43229. ●

The Student Operator

WHILE BRAKING on a branch line in the southern bayou country many years ago—I'd rather not mention names or places—I was assigned to a freight conductor who was a telegrapher like myself and kept a key and a sounder mounted on his desk in the caboose. Using a bluestone-type battery and a long wire with a clamp, he'd hook up to the dispatcher's wire at blind sidings to give the DS blind-siding reports and keep him informed on train movements.

We would lay over at some village and eat and sleep in the caboose. Our favorite menu was full-bodied beef stew with slabs of apple pie baked in a Dutch oven, and rich coffee.

As a rule, our layover evenings were long and boring. But the skipper found a means of diversion. He'd hook up his telegraph set to a "woods wire," which was a Western Union line that served several small branch-line stations normally closed at night. With this hookup and the connivance of a friendly brass pounder at a big depot, he would eavesdrop on mainline operation and keep OS reports on hotshot varnish.

For several weeks I had been improving my Morse technique by chatting with a protege of mine, a young student telegrapher on the big railroad. I spent hours sending him phony messages or items taken from *Railroad Magazine* to strengthen his receiving ability. Eventually the kid became so good that he passed the chief dispatcher's wire test and was hired as an extra telegrapher. One night when my conductor and I were jointly playing chess over the woods wire with a mainline operator, the DS told us to break it off. He had lost his mainline wires in a severe windstorm and patched himself through to various stations by using the Western Union wire we had taken over for the chess game that night.

Meanwhile, my protege had been assigned to a depot known as K Junction, a train-order job that used Morse only for messages from relay offices. It was a good place for him to fill out and grow into the major league of relay operators. As I said, the dispatcher ran us off the wire, and he quickly called K Junction: "KJ KJ KJ DS," hammering the brass with lightning speed. Then he repeated the call, followed by a numeral 9, the old Morse symbol to clear the line for train orders.

Knowing that my student friend was at KJ and being aware of his limitations in receiving Morse, I held my breath and hoped that what I feared most would not happen, namely, that he'd blow up on the wire. Again at speed, the dispatcher tapped out the call "KJ," followed by the train-order signal. But KJ did not respond. At length, after several hurried calls, the kid opened his key and, with faltering hand, answered, " I I I KJ," and closed the key. The dispatcher then opened up with both barrels: "19 cy 3 south," and closed the key, waiting for the reply "SD south KJ."

But instead of that response, my protege cut in with, "I I I KJ," which was his way of telling DS that he did not read him and wanted a repeat. The dispatcher again shot at too-fast speed, "19 cy South." ("Cy" means "copy".) It was obvious to us listening in aboard the caboose that the dispatcher was nettled. Again the kid failed to grasp the message and answered as he had done before. You could tell by his unsteady Morse that he was all but finished.

My telegrapher-conductor said, "Your pal at KJ is in trouble."

Nodding agreement, I heard the dispatcher burn the wire. Obviously he needed to have an urgent train order copied, and KJ was the only place to deliver it. Well, it turned out that a manifest freight had gone dead on its schedule, which is rail jargon for being twelve hours late, and DS wanted to order him to run extra. After a dozen efforts and the same feeble response from the student, I broke in on the dispatcher. With a slow deliberate manner I sent my protege the ABC's all the way to the letter Z, "printing it," as the oldtimers would say. When I got to the letter Z, I turned to numbers. "1," I started off; but instead of sending number 2, I followed it with 9. Finally, I printed "19 cy 3 south" in slow Morse to KJ, and closed my key.

Thereupon KJ opened his key and sent, "SD south KJ." Surmising what had happened, the dispatcher took up where I had left off, followed with the usual form for train orders; but this time he completed it with deliberate

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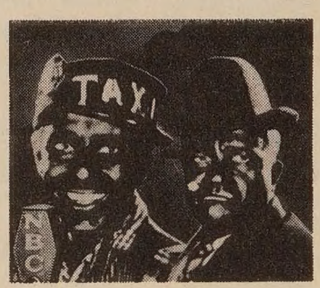

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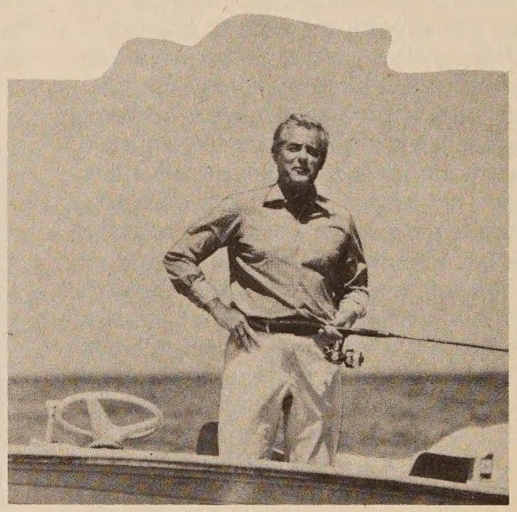

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MEMORIES OF CANADIAN PACIFIC STEAM

by Bert Lanning

BEING retired, with plenty of time for reaching back to the days and nights when I was in Canadian Pacific engine service in British Columbia during the 1920s, I can recall, among other memories, some mighty fast runs. Those were exciting years. If my hogger happened to be young and was wheeling a hotshot freight between Field and Revelstoke, he'd simply ignore speed limits.

On one such trip we were heading down a steep grade in the Rockies and as our speed picked up to nearly 60 miles per hour I began to wonder when the engineer would make a brake application. With 80 or 90 cars of wheat behind us, we were really moving. I had plenty of nerve in those days and I remember thinking that if my hogger weren't scared at the way we rounded downhill curves and thundered through tunnels, I wouldn't be, either.

Bert Lanning at throttle of Victoria Pacific 16 at Millstream Jct., B.C.

I was expecting the conductor, back in the caboose, to pull the air on us; but he also was young, and the reckless speed evidently didn't bother him. At length we had to slow down to go in the hole for a meet, and I must admit that I breathed a bit easier. About halfway down the grade, on a curve through a rock cut that towered overhead, I saw rocks scattered between the rails and my heart seemed to come up to mouth. It was a small slide! Luckily the rails themselves were clear and the stones were small, so our engine sailed around that curve with no trouble. If the slide had been large, I probably wouldn't be writing this story today.

While riding a cab with one of those speed artists, hooping up train orders was a tricky business. Especially if you were highballing through a snowstorm at night with visibility down to zero. Maybe a station signal was set for a stop to pick up a "19," when it wasn't necessary to stop, but some of those young hoggers wouldn't bother even to slow down. If the head-end brakie happened to be taking it easy back in the caboose, the fireman had better be sure to get that hoop, which was sort of a light-weight version of a tennis racket without the webbing.

Many a time I've crouched on the gangway step, hanging onto the handrail with one hand while the other hand was ready to slip through the hoop. Our headlight would dimly show the operator standing near the rails. All you could see, really, was the faint glow of his lantern held high. You'd just have to guess where the hoop was and hope it would slide onto your arm!

If you make it, okay, you are lucky, and you quickly get back into the cab. After grabbing the order flimsy, you toss the hoop back toward the fast-receding depot. But if your arm misses the elusive hoop, as it sometimes did, you tell the hogger right away and he gives several blasts on the whistle to let the tail-end crew know we've failed. In such cases it is up to them to pick up *both* hoops. If they, too, fail, they'll pull the air, and we have to back up for those orders. But I seldom missed and it was very rare for the caboose crew likewise to do so.

Another tricky job I sometimes had to do was to line up a siding switch while heading in for a meet. Of course, that was the head-end brakie's job when he was riding the engine, which he didn't always do. If we were ascending a steep grade at the time, I had to climb out of the cab and make my way along the running board to get down onto the pilot. Then I'd jump off and race ahead to the switch to unlock and throw it before the engine got there. With a full tonnage freight, the hogger could only slow down a bit. If he'd had to stop, it would have been tough starting up again. That also was a tricky and dan-

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gerous maneuver, especially during a snowstorm. But in those days I was young and agile and the work fascinated me.

One time, though, in the winter of 1926-'27, I was stalled on a mountain grade. At that time Grand Forks, B.C., was a Canadian Pacific divisional point on the Kettle Valley line. I'd been sent there from Nelson to relieve a fireman on pusher service. I barely had time to grab some sleep and a quick meal at the Chinese cafe before I was back in the engine cab, swinging the scoop. But I didn't mind the long hours so much, because I had a friendly hogger and an engine I liked: No. 3603, a 2-8-0 or Consolidation type. She was a free steamer and, with a good grade of coal, no trouble to fire.

I enjoyed pusher work, thrilled by the thunder of the 3603's exhaust as we assisted freights up the long steep grades in that mountainous country. Usually we coupled our pusher behind the caboose, but one night our first trip was to doublehead an eastbound freight. Due to the freight engine having developed valve-gear trouble, we had orders to help her right through to Nelson, the next divisional point, where the ailing old girl would be shopped.

We weren't very happy about taking such a long trip, for a good reason. When we'd taken over the 3603 that night we'd found her tender loaded with slack instead of good coal. The prospect of trying to keep up a head of steam on a long run with such "real estate," as boomers called it, was not exactly bright. But we hoped for the best, thinking the freight engine might help.

The drag was full tonnage. For the first 25 miles the grade wasn't too bad. Then it began to increase. Soon we were blasting our way up the long 2 percent grade leading to Paulson siding. Thus far I'd been keeping the steam pressure close to normal; but now it started to fall, as our 2-8-0 was forced to do most of the work, the engine behind us being unable to operate at full cutoff. I had to wet down our slack with the squirt hose before scooping it into the firebox. As a result, large cinders would form in the fire. I kept busy breaking them up with the slice-bar.

In an effort to stop the falling pressure, my hogger shut off the injector on his side. Then he had me take over his seat while he tried his hand with the scoop. I welcomed the chance to relax and I watched his struggle to bring our pressure up. But even with his experience of firing with slack coal, he couldn't improve the pressure and finally quit, resuming his own seat. By this time our speed had dropped to about ten miles per hour. It became increasingly evident that we were getting very little help from the freight engine. Our progress dropped to a point where we were barely moving. At that point the hogger shut off his throttle, made a heavy reduction on the train-line air, and whistled out flags.

"We'll see what the brains wants to do," he grinned, referring, of course, to the conductor.

It wasn't long before that personage was climbing into our cab to find out the trouble. The second engine's hogger followed closely on his heels. There a conference was held to decide what to do about the situation. We had a problem. Train No. 11, the westbound passenger, was due at Paulson, ten miles ahead, in less than half an hour. We'd planned on going in the hole for it, at that siding. But with no passing track behind us that we could have used, it looked as though we'd have to wait where we were and flag the passenger down.

To do that would mean a serious delay for No. 11 while it backed its coaches to Paulson and then sent its engine down to help us up the hill. The only solution was for us to run light and try to reach Paulson before No. 11 left there. My hogger said he figured we could make it, so we uncoupled the 3602 and set out on that somewhat risky run.

We had less than twenty minutes to travel those ten miles. It would have been an easy run if the track had been straight, but many curves slowed us down. I had no trouble keeping up steam while running light and, for a change, I had the opportunity to stay on my seat. Being familiar with the grade leading up to Paulson, I was able to check the mileage to see how we were doing. When we came to the Paulson mile board, the man at the throttle gave an extra long whistle blast.

As we rounded the final curve before the siding, we could see No. 11 standing at the small flagstop station. We learned later that its crew had heard our whistle just as they were about to pull out. After my hogger had eased our pusher to a stop in front of the passenger train's big Pacific, he climbed down to explain the situation. The blue-uniformed skipper had a few choice words to say concerning throttle-jerkers who head engines toward passenger trains on such short time. But he soon cooled off. After uncoupling their engine, they went back with our pusher to our stalled freight. With that extra power, our drag was soon hauled up to Paulson siding, and No. 11 continued its journey toward Vancouver.

As Paulson was at the summit of that steep grade on the Midway mountain range and we had no further such grades to negotiate, we managed the rest of our run without too much trouble, although I put in some hard slugging with the scoop before reaching Nelson. Pusher work, like fast running, sure could be interesting at times.

Shortly before that incident, while working the fireman's spare board at Nelson on the Kettle Valley line, I caught a nice cushy job of relieving the regular fireman on a passenger run. It was a daily service from Rossland, a mining village near the U.S. border, to Nelson and return. We left Rossland at 6 a.m., arrived at Nelson at 10:30, had a short layover there, left at noon, and got back to Rossland about 5 p.m.

As we had only two coaches and a baggage-express car, the fireman could spend most of his time admiring the scenery. Our engine, a Mogul (2-6-0), was a free steamer. We always had a good grade of coal, so keeping up a full head of steam was easy. For two weeks I reveled in that run. Things went along smoothly until my final day. We were on a return trip and, while highballing at about ten miles from Trail, B.C., where the big Consolidated Mining & Smelting Co. plant is situated, I was aroused by a sudden banging and thumping down below my side of the cab. For a few anxious seconds I thought we had left the rails.

My hogger hit the air and got us stopped all right. After we had climbed down to investigate the trouble, we found that a side-rod had come loose from its crank pin and was flailing the ties. Luckily, it had been the rear end that dropped. Even so, damage to the valve gear was so bad that we couldn't proceed. Our conductor notified the operator at Trail of our trouble. The only engine available there, a yard goat, was sent to our relief. By the time she arrived, after we had waited about an hour, we had used some bailing wire to tie the loose rod into place.

After being hauled into the Trail yard, we received orders to use that

(Concluded on page 64)

PASSENGER TRAIN SURVEY

DESPITE the growing demands for rail travel, Claude Brinegar, Secretary of Transportation, wants outlays for Amtrak in fiscal year 1975 cut from $156 million to $143 million! But don't be surprised. Brinegar was first vice president of an oil company before joining President Nixon's cabinet. With this background, it is only natural that he should be more interested in highway traffic than in railroads.

The Transportation Department needs a leader who not only understands railroads, including passenger service, but also is committed to strengthening them as a national policy because of the energy crunch, for ecological and economic reasons, and to ease the people-killing highway congestion. Is it asking too much to expect a former oil company official to be seriously concerned with such aims?

Brinegar's desire to limit the financing of Amtrak was revealed in a hearing of the House Transportation Appropriation Subcommittee. His reasoning for this was obscure. Admitting large ridership gains, he said Amtrak's losses were increasing, due to "the costs associated with using marginal equipment aggravated by inflation"; and he explained: "With the requirement to provide more transportation, Amtrak has been forced to place heavier reliance upon its aging fleet of rolling stock."

But he injected a few kind words about rail travel for its energy efficiency and he displayed a chart which showed rail passenger service at the top of a list of passenger modes in terms of fuel usage and passenger-miles per gallon of fuel.

Even so, he downplayed Amtrak's role by saying "I would note at this point the relative magnitudes. Amtrak is hauling slightly less than 20 million passengers while the intercity bus system is hauling 400 million passengers annually."

You don't have to be astute to see the oil company influence in that remark. Then he identified Amtrak's major problem areas as: (1) its operating losses, which must be financed by the general taxpayer—about $150 million per year, compared with total revenues of $177 million in fiscal year 1973; (2) the substantial cost and time required to improve Amtrak's small but aged passenger car fleet; (3) its current route structure, which includes several very light density segments; and (4) the still less-than-satisfactory level of service being afforded many of its users.

A more realistic view of the situation was offered by Congressman Brock Adams of Washington, who followed Brinegar at the hearing.

"Americans," Adams declared, "are spending six times as much for oil, gas, and tires for passenger cars as they are for passenger trains, intercity buses, mass transit, and local buses, all put together. Public transportation is shrinking at a time when it's desperately needed to move large numbers of people in congested areas with a minimum of energy use, noise, confusion and pollution."

His recommendations included: (1) the adoption of a unified transportation budget "to see what we are putting into each area"; (2) the establishment of a committee to develop a new transportation policy; (3) a single fund for transportation; and (4) a concise statement of national transportation policy.

These four much needed measures have long been overdue.

AMTRAK train riders continue to expand. Their number rose by more than half a million in the fifth straight month since the fuel shortage began. Biggest gains on the long-haul trains were posted on the Chicago-New Orleans, New York-Florida, and Chicago-Oakland, Calif., routes. Amtrak said ridership between Chicago and New Orleans jumped 148 percent, to nearly 20,000 riders in the month. Passengers between New York and Florida jumped to 106,000 for a 95 percent gain and ridership between Chicago and Oakland up to 29,999 rising 83 percent.

First-class passengers on all routes went up 36 percent, while coach passengers increased by 45 percent. The number of first-class riders jumped from 34,600 to 47,000 while the number of coach passengers increased from 1.13 million to 1.64 million.

Substantial gains were recorded also on several short-haul routes. Amtrak said the only route on which it lost riders was the Ft. Worth-Laredo route in Texas. It terminated that service March 13th and extended the route to St. Louis.

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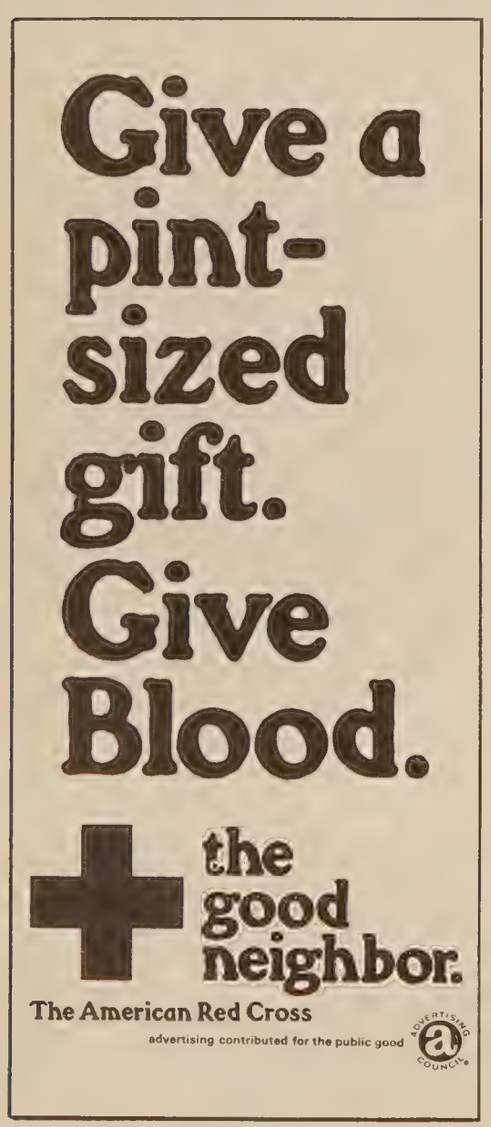
That didn't make the Texans very happy. Calling for Amtrak's board of directors to reconsider its decision to cancel plans for rail service between Houston and Dallas, *The Houston Post* editorializes:

After a national arbitration panel ordered Amtrak and the Southern Pacific to reach agreement in implementing the direct service between Texas' two largest cities, the only announced agreement was that the cost would be too much. The cost referred to was an estimated $11 million to improve the route's tracks sufficiently to handle high-speed trains. The cost would be borne equally by the National Railroad Corporation and the SP.

The decision to cancel the Houston-Dallas route included the excuse that it would be unprofitable. Yet Amtrak continues to release statistics showing that the demand for rail passenger service is far above expectations. Late in April Amtrak's president said that the demand for seats on the trains had levels projected for 1977 and ". . . is so far beyond what we can accommodate that we are going to have problems dealing with the public." While the demand exists, and the evidence shows that it will continue to rise, it is difficult to believe that direct service between the sixth and eighth largest cities in the nation would not be as economically feasible as that of other routes.

Amtrak committed itself to this route more than a year ago. Dallas has spent $6 million on terminal facilities for it.



EIGHT amateur bicyclists challenged a commuter train to a race. The cyclists won. They ran from McHenry, Ill., to Lake Geneva, Wis., over a 21-mile stretch where, because of poor track conditions, the Chicago & North Western has limited its diesel trains to 15 miles an hour.

Seven of the cyclists, led by Dave Ludtke, age 27, a junior high school art teacher, covered the distance in an hour and 25 minutes, beating the train by 10 minutes. The eighth got lost in the rain.

Commuters have been complaining of the train's delay, which lengthens the 71-mile train trip from Chicago to Lake Geneva to two hours and 43 minutes. Mr. Ludtke has an 1883 timetable showing that the trip then, with wood-burning engines, took half an hour less.

CEREMONIES for the 40th anniversary of the *Burlington's Pioneer Zephyr* were held on May 26th aboard Amtrak train No. 6, the *San Francisco Zephyr*, and at Riverside, Illinois, arranged by the Midwest Railway Historical Society. This group maintains a museum of rail equipment at Riverside on trackage leased from the Burlington Northern adjacent to the original *Zephyr* route.

A one-day railway post office on the *San Francisco Zephyr* was sponsored jointly by MRHS, Amtrak, and the U.S. Postal Service, recalling the mail-processing service once provided by many trains. The temporary station sold stamps to passengers and it postmarked envelopes and cards with a cancellation depicting the first *Zephyr*. The train stopped briefly at Riverside to discharge mail into the national postal system.

The CB&Q, now merged into Burlington Northern, was an early handler of mail. A predecessor line, the Hannibal & St. Joseph, introduced the very first postal car in 1862 for sorting U.S. mail enroute. Today, the relatively few trains still handling mail include BN's *Pacific Zip* between Chicago and Seattle and the *Overland Mail* between Chicago and Council Bluffs, Iowa. Collectors who didn't get the cachets on May 26th can obtain information on them by sending SSE to Jim Kennedy, secretary, MRHS, Box RR, Riverside, Illinois 60546.

DISCONTINUANCE of passenger service of the Northern Alberta on June 1st was authorized by the Canadian Transport Commission. It was the first time in three years that CTC granted an application for dropping a passenger train. This one operated two days a week in both directions between Edmonton and Dawson Creek, B.C. It consisted of a baggage car and a day coach, averaging 12 revenue passengers per trip on the run to Dawson Creek and nine per trip on the return to Edmonton. In 1972 the cost of operation was $230,648 and revenues $7,059, for a loss of $223,589. In the 1940s and '50s this was a daily run with sleepers and dining-car service, but when highways were opened in that area its patronage was cut very sharply by motor vehicles.

THE STATE of New Jersey will erect catenary from South Amboy (present terminus of electric operation) to Red Bank. Multiple unit *Jersey Arrow* cars will operate over this route and south to Lakewood on Jersey Central's Southern Division. An mu yard will be built at Red Bank. Locomotive-drawn shuttles will run between Red Bank and a point below Manasquan. Operation south of this will be abandoned (to Bay Head), due to poor condition of Manasquan Inlet bridge. Federal planners want to drop all trackage south of Bradley Beach because low freight traffic density. So says Louis J. Judice, 131 74th St., Brooklyn, N.Y.

Elsewhere in New Jersey, more than 100,000 passengers on all railroads in the northern part of the state, including those on Port Authority Trans-Hudson trains, filled out questionnaires during a two-week period in what is described as the largest survey of its kind in the New York metropolitan area. The study was conducted jointly by the N.J. Department of Transportation and the Port Authority of N.Y.

and N.J. It aims to improve rail service by providing facts for government and transportation agencies. Besides basic info on origin and destination, riders were asked about the frequency and purpose of their train trips, mode of travel to railroad stations, approximate income, occupation, age, and sex.

A FEDERAL judge has deferred a ruling on a Penn Central request to make final a $134.5-million agreement for service with Amtrak in the Boston-Washington corridor. The interim pact to be considered by U.S. District Court Judge John P. Fullam covers the period between last July 1, when a previous agreement expired, and Jan. 1, 1974. Amtrak compensates Penn Central for intercity rail passenger service in the corridor.

Also on the subject of Penn Central, city firemen of Seymour, Ind., were relaxing one Sunday morning when a fire rolled up to their back door. Trainmen on an Amtrak train on PC tracks found a small fire in the kitchen car. So, they rolled on into Seymour and stopped the train at the rear of the headquarters fire station, and the local "smoke-eaters" put it out.

LIRR Cuts Travel Time

NINE new commuter timetables, one for each of the Long Island's major branches, effective May 20th, were designed to cut travel time, provide less crowded and more reliable trains, and reduce the number of stops. Says George Thune, LIRR spokesman: "The biggest complaint we got over the years is that we hadn't printed branch timetables. Well, now we have them. Commuters can get to and from work more quickly and more refreshed."

The new schedules involve the separation of commuting areas into zones similar to those used in the railroad's fare structure. Many trains stop only at stations in designated zones and bypass stations in succeeding zones on the same branch during the a.m. and p.m. rush hours. Passengers at bypassed depots catch other trains which, in turn, travel in a zone pattern to destination points.

The LIRR has added nearly 50 new trains to its previous 650 trains operating for 245,000 daily passengers. Major changes involve the Babylon, Port Jefferson, and Port Washington lines, which carry most of the regular rush-hour commuters. For example, in Babylon the railroad put on four new trains between the 6 to 10 a.m. rush hour. Twelve of 13 trains to New York between 7:30 and 9 a.m. bypass Jamaica. A 7:24 a.m. non-stop express by Babylon reaches Penn Station 8:16 a.m.; a 51-minute ride compared to the previous one hour and 15 minutes.

Some of the changes mean travel-saving time up to 25 percent! The LIRR planned also with through-express service to reduce substantially the number of passengers forced to change trains at Jamaica. Among the Long Island's "firsts" are a Huntington through train to Brooklyn and through service Brooklyn to Westbury and Hicksville.

Down at the Depot

BOB LINDEN, a Reading Co. conductor and one of our *Interesting Railfans*, reports that Philadelphia lawyer Stanford Shmukler has won his legal fight to park free at a Reading Railroad station. He was prosecuted for illegal parking by Auto Parks, Inc., which leases land owned by the Reading Co., and acted as his own attorney. The State Superior Court ruled in his favor. Shmukler had parked his car 21 times on the Elkins Park station parking lot without once putting 25 cents in the meter. At first he was found guilty of violating the state vehicle code, which has to do with leaving vehicles unattended on private property, and was fined $5 and costs. Shmukler appealed, contending that the parking lot is incidental to railroad commuter service and saying it is illegal for the railroad to charge for parking, and had the original decision reversed.

LOS ANGELES Union Station will be developed into a multibillion-dollar railroad terminal and shopping center if plans that were unveiled at City Hall the other day are eventually carried out, reports Rober J. Swan, who describes himself as a public transit catalyst, Box 1866, Long Beach, Calif. 90801. The project would involve private capital estimated at between $9 million and $12 million. But these plans for the great station, which is a historical and cultural monument, met with sharp criticism by members of the city's Cultural Heritage Board, who described the architects' drawings as a "honky tonk development."

ACADIAN LINES, a Canadian bus company, is now renting space in the railway station of the Dominion Atlantic at Yarmouth, Nova Scotia. (Does anyone know of a similar situation?) Budd cars still use the station, too.

And the former Canadian National station at Athabasca, Alta., now 62 years old but no longer needed for rail purposes, has been turned over to the community for the use of senior citizens as a full-time drop-in center. Although its interior has been modernized, much of the original woodwork has been preserved and the general floor plan is little changed from its days as a bustling station serving the agricultural, lumber, and mining industries in the area.

Edward Kaspriske, 431 Warfield Rd., N. Plainfield, N.J. 07063

New York & Long Branch *Jersey Arrow* led by car No. 106 shown pulling into the Rahway, N.J., station in March, 1974, as workmen dismantle the station buildings and platforms. Modern structure will replace building known to thousands.

PHOTOGRAPHS OF THE MONTH

Wendy Lane works pumping gas near the Seaboard Coast Line tracks in Lakeland, Fla. The wind was blowing Wendy's hair across her face on Dec. 5, '73 as she watched southbound freight leaving town. Her grandfather is a retired engineer.

William T. Morgan, AG3 OA Div. U.S.S. Saratoga CV-60, FPO New York 09501

Al Herskovits, 3 Belsize Square, London, N.W. 3 England

Can you guess what the black thing is in this photo of Liverpool Street Station, London, England? (Answer on the next page.) This ex-terminus of the Great Eastern Railway was completed in 1875. Today it still serves the eastern commuter belt of London as well as Cambridge. Note the fine Victorian wrought and cast-iron trainshed almost a century old.

The old Northwestern Pacific at Russian River resort. Train time was big event at Monte Rio, Calif., in 1917. Vallejo Glee Club was greeting a narrow-gage train at left that had just arrived from Sausalito. In background is standard gage 4-6-0 No. 114 ready to leave for vacation town of Cazadero.

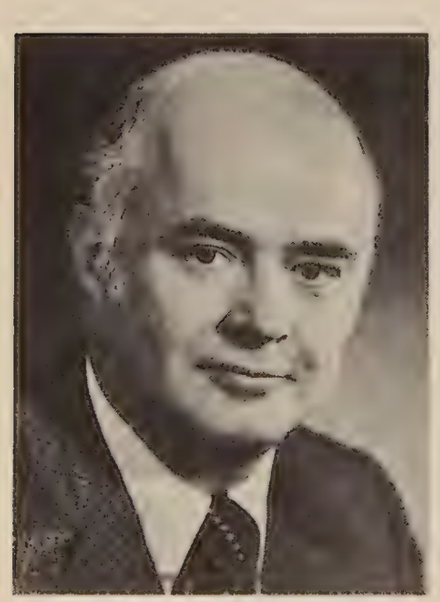
Collection of Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611

Prototype units of the new high-speed interurban passenger train being developed by a consortium of Canadian companies, shown in Central Station, Montreal. The train, designated LRC (for light, rapid, comfortable) has a diesel-electric loco. (The black item on page 14, if you're wondering what it is, happens to be a loudspeaker.)

Canadian National Railways

Oldtimers recall a silent movie, "The Perils of Pauline," in which a villain tied the heroine to a track in front of an oncoming train. Scene was re-enacted last April for a school film near State College, Pa., but without any train, railroad not being in service. We see "villain" Mike Gardner and unafraid photographer's wife, Vivian.
Wayne E. Baldwin, Devonshire Apt. K-101, Cornwell Heights, Pa. 19020

CN's new controversial tall tower, about 1500 feet up, in Toronto, said to be world's highest manmade structure.
Panda Associates, Toronto



Robert A. Bandeen recently named president and chief executive officer of Canadian National Rys. by Prime Minister Pierre Trudeau.

John Ackley, 414 W. 4th St., Monroe, Mich. 48161

A Detroit, Toledo & Ironton southbound freight train shoots past the battered remains of a Wabash boxcar at Petersburg, Mich., in this mainline action scene on March 20, '73. Big wreck a few days earlier caused pileup of several freight cars.

Gone are the days when a conductor wired his trainmaster: "Brakeman Horton ill. Send man to relieve him. Must be a good cook." You have no imagination if you can't smell and taste this long-ago cookery scene in an old New Haven caboose.
New Haven Railroad photograph

S. FOUNTAIN
STOP

At 3 a.m., while the city sleeps, Tidewater Southern train with leased Sacramento Northern locomotive 712 leaves Modesto, Calif., on Ninth Street, for 31-mile run northward to Stockton. Plenty of railroaders work the graveyard shift.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Local east's head-end trainman waits for orders from Southern's Raleigh, N.C., tower operator Jan. 19, 1974. The 56-car extra, hauled by two GP-30's (2529k and 2547w), operates from East Durham to Goldsboro. Since all Southern's freights terminate or originate in the old NS Glenwood Yards in Raleigh, the line has added two new local freights out of area.
Curtis C. Tillotson, Jr., College Street, Oxford N.C. 27565

RAILROADMAN by G. A. Lathrop

The author as WP switching foreman.

THE STEAM SHOVEL was vigorously biting two-yard mouthfuls from the granite-filled muck on the Pacific & Alberta mainline half a mile below Wildflower spur. A slide, roughly a thousand feet long by fifty wide, had tumbled down the steep canyon walls; and a shoo-fly, or temporary track, had been built around it. This slide was tying up freight and passenger trains.

That shovel had not yet succeeded in clearing enough rail to hold the work-train engine and caboose. So "Lanky" Hanks, the easy-going conductor, decided to make a drop of his crummy into Wildflower spur. This spur, built on a convenient ledge, lay slightly up-grade from the main stem. Lanky knew it would take quite a jerk to sail the caboose into clear. But since he'd explained each move to his student brakeman, Tom Lawson, he did not anticipate trouble.

The scissorbill had come to Craghead, in the Canadian West, about two weeks before, with a letter introducing him as a student to be marked on the board as soon as he showed enough promise to warrant his taking a brakeman's job, pending the okay of half a dozen conductors.

In those days, railroad men were at a premium. Every pike needed help. The Pacific & Alberta, which traversed rugged mountain terrain, was no exception. This Canadian road found itself hit just as hard as her neighbors south of the border—and the freight was heavy. For that reason, no time was lost in starting Tom Lawson on his student trips.

But the kid showed very little ability. He was clumsy. Couldn't seem to grasp signals. Almost invariably he'd give you a *come ahead* for a *back-up*, or *vice versa*, and then apologize with a broad grin. Luckily, he was obliged to work near an experienced car-hand, so his mistakes were not serious. Not yet, anyhow.

Tom didn't even look like a railroader. Built rather close to the ground he was, with wide thick shoulders, a narrow waist and stout legs; and a homely mug crowned with a mop of carrot-colored hair. His ready smile was one big asset.

Ten days after making his first student trip, Tom accumulated enough okays from various skippers to be marked on the board. At the same time, the guy who'd been Lanky's parlor man for several months was promoted to conductor and given a regular car. Lanky's head brakeman—a taciturn fellow named Ike Crandall, a crackerjack mountain railroader—took over the duties of flagman; and Tom Lawson was assigned permanently to Lanky's crew.

On his arrival in Craghead, Tom had signed up at the Railroad Avenue boarding-house kept by genial Mrs. Flanagan. With her home cooking stowed under his belt, the hollows in his freckled face had begun to fill out and he wasn't quite so dumb-looking.

IKE CRANDALL, doing his duty as flagman, stood the required half-mile above Wildflower spur protecting against Number 8, the eastbound *Dominion Mail*. After Eight had passed, Lanky's orders were to run with his caboose to Wolverine Pass, pick up several outfit cars of an extra gang, and bring them to the scene of the slide. Since he didn't want to shove the crummy ahead of the engine all the way to the pass, he had decided to make the drop into Wildflower spur.

"When I stop you," Lanky explained to Tom, "shut the plug on the hind end of the engine. Then break the airhose. After that, bleed all the air from the caboose. You'll hafta get the pin and ride the caboose into the spur. Don't stop until you're to clear. I'll handle the switch."

"Yessir," said the kid, his blue eyes sparkling. He scratched his pug nose.

The skipper glanced at his watch. "Number 8 will be showin' pretty quick. So we don't want any slip-up."

Lanky had already told "Blackie" Denton, his crusty little engineer, what the move would be. It was old stuff to Blackie. The conductor twirled a *back up* sign, and the ponderous hog thumped slowly up the mountain. While Lanky was trying the switch, he watched Tom close the plug on the hind end of the tank and heard the savage hiss of the airhose being broken.

Tom walked to the center of the caboose, jerked at the bleed rod, and soon let go of it. Then he signaled Lanky that everything was ready, and climbed on front of the crummy. By the time Lanky started toward the switch, the student was hanging on the bottom step by one hand, his other grasping the pin lift on the rear of the tender. Lanky swung Blackie a *slow* sign; and after the hogger had given Tom the pin, he waved a highball.

The engine rattled swiftly away by herself, down the main. As the rear tender wheels clicked over the points, Lanky turned the switch lever, lining the rails into the spur. The caboose passed him, slowing at every revolution of the wheels. Tom stood poised at the brake wheel, intent on doing a good job of railroading. Too late Lanky realized something had gone wrong. The crummy rolled halfway into the spur and stopped suddenly.

"Damn!" gritted the conductor, his long legs carrying him rapidly toward it. "Is there a hand brake on the caboose?" he called out.

"No, sir," said Tom. "I tried it."

Lanky looked at the piston on the brake cylinder. It was still out, not enough to cause the brakeshoes to jump, but enough to make a drag. He jerked at the bleed rod, and the piston moved into the cylinder with a faint hiss of escaping air.

The con was angry. "Unlike whisky," he barked at the student, "you don't get any better with age!"

"Gosh, Mr. Hanks," said Tom, "I was sure I had the air all bled off!"

From the west they heard the deep-throated chime of the Consolidation engine pulling Number 8, when she hit Crandall's two torpedoes.

"Give me a shove on this crummy," commanded Lanky, placing his back

against the rear platform and grunting.

The scissorbill also threw his strength against the car. It refused to budge. Blackie and his fireman, seeing the trouble, hurried back to lend a hand. That caboose stood as solidly as though chained to the rails. Soon the nose of Number 8's engine came into view. The long string of varnish halted above the switch. The hogger whistled out a flag. Lanky hurried back and halted below the cab.

"We fumbled a drop," he shouted up to the cab. "Will you shove our crummy to clear in the spur?"

"I reckon we can," the other man agreed, releasing his brakes.

The whole move didn't take over ten minutes. But they were ten minutes on the P&A's hottest schedule.

NUMBER 8 gone, Lanky threw the switch leading out of the spur and gave Blackie a *back up* sign.

"Be sure you line and lock this for the main when we get over," Lanky warned the student brakeman. Then he caught the caboose as it went past, and leaned out to make sure Tom obeyed instructions. The kid ran and pulled himself on the caboose platform beside Lanky.

"Yuh know, Mr. Hanks," he said abjectly, "I sure want to make good on this job. I've always been crazy about workin' on a railway, and this is the first chance I've had."

"You try hard enough," Lanky admitted slowly, "but you don't seem to pick it up."

"I know the rulebook by heart."

Lanky tipped up his felt hat and scratched his thinning iron-gray hair. "There's a difference between the book o' rules and practical railroadin'."

"I know. That's what I'm tryin' to learn—the practical end of it."

Lanky watched the mountainous landscape recede into the blue haze of distance. He had grown to love this harsh, stark land of granite mountains. Early summer flowers were splashes and dots of bright color among the slide rocks. From the corner of his eyes he looked suspiciously at the student.

Tom was likable enough. The conductor felt sorry for him. Never, Lanky was convinced, would the kid make a railroader. It was pitiful how he tried. There wasn't a lazy streak in Tom's body. Maybe his very energy caused him to pull so many boners. Yesterday, he'd thrown a switch under the engine, but Blackie had seen it in time to get stopped. Day before, the boy had left a couple of dirt cars on a heavy grade without setting hand brakes, and the day before that— His brief career on the P&A thus far had been one mistake after another.

When they halted inside the long snowsheds at Wolverine Pass, Lanky was told by the operator that the outfit cars for which they'd come had not yet arrived. The lean conductor walked outside and pulled himself into the cab of Blackie Denton's engine. The pint-sized hogger was perched comfortably on his seat, one leg tucked under his body, the other striving vainly to touch the floor. Lanky told him about their connection.

"Where's the kid?" Blackie growled.

"In the caboose, I reckon."

"If yuh take my advice," spat Blackie, "yuh'll get rid of him before he gets yuh into a real jam."

"I know," Lanky acquiesced. "He's sure dumb about railroadin'. But he tries hard enough."

"And makes more bulls than a flock of idiots. All yuh gotta do is ask for another brakeman."

When the outfit cars showed up, Lanky's caboose was switched on the rear end and the engine coupled on the head. After the air had been inspected, they headed out into the afternoon sun.

THE SLIDE was only seven miles above Craghead, so the work train tied up there each night. This enabled them to eat at Ma Flanagan's boarding-house, a rendezvous for rails from all over the division. It was here that Lanky received his mail. And here, on the morning after the failure of the drop, Lanky was handed a "torpedo." The missive was short and to the point, and signed by the super. It read:

"Advise reason Number 8 delayed ten minutes at Wildflower spur by your crew, July 12th."

Since Lanky was an expert alibi artist —something that any good rail becomes quickly if he figures to stay on the job—he had little trouble digging up an explanation. But the kid's next bonehead might not be easy to alibi.

This next one came soon. At Wolverine Pass it was necessary for them to shove a dozen boxcars into track 3, a medium-length passing track used for dead storage. Track 2 was usually full of cars, and today was no exception. The crew had made the same move almost every day since the work train had been assigned. They all knew the routine.

But today was different. Unknown to them, a crew had shoved onto track 2 an engine, five cars, and a caboose; and had done it "blind"—that is, without posting a man on the rear of the cut to make sure it was to clear track 3. The latter track, instead of being clear of cars as usual, contained a cut of eighteen. And Lanky, because he had left the caboose standing on the main line, had sent Ike Crandall out to flag any trains which might show up.

Tom Lawson climbed to the top of the rear car, having been told what the move was to be. In the gloom of the snowshed he carried his oil lantern. Lanky pulled himself to the top of the first car behind the engine, where he could watch the kid brakeman. The conductor was a little worried about not being back there beside Tom, but he wanted to get the caboose off the main as quickly as possible. And a straight shove like this should be made safely enough, even by a student.

Conductor Hanks repeated the slow signal when the scissorbill gave it as the cut came against the other cars in Track 3. And when the coupling was made and he got a big *back up* from Tom, he repeated that also, because he figured that only a car or two was in the siding.

Blackie Denton, after shoving a few cars, had to widen on his throttle and drop his reverse lever lower as the cut slowed abruptly. Even then Lanky didn't tumble for a second or two. Just as he moved his lantern to swing a washout, the boy beat him to it. Tom's lamp waved back and forth wildly, and when the cars halted amidst clanking draft gear it disappeared from view.

Cursing, Lanky hit the ground. His long legs carried him swiftly back toward where he'd last seen the brakeman. A dozen car-lengths away, in the smoky haze filling the shed, he saw what looked like a mess of tumbled boxcars. A lone lantern moved about them.

The whole story was written in the wreckage of half a dozen wooden boxcars. Tom, after coupling into the cut of cars on track 3, hadn't gone back to ride the point, but had taken a chance of shoving blind, as the other crew had done earlier on track 2. The result was that the cars in track 3 were shoved into those which did not clear on 2 and six of them were smashed to kindling wood.

"Gosh, Mr. Hanks," the scissorbill

apologized as Lanky hove into view, "it looked to me like there were only a few cars on this track."

FOR A WHILE Lanky made no comment. He was too mad to talk. As he fought down his temper he took stock of the whole thing. The scissorbill had been in the wrong; but the crew shoving track 2 had been equally negligent in leaving the cars on it hanging out to foul track 3. This mess would take a lot of explaining.

Tom said dolefully: "I suppose I'll get fired for this."

His freckled face was white with worry, and he seemed close to tears.

"There's plenty of jobs better than railroadin'," drawled Lanky.

The scissorbill flamed at this. "There aren't *any* jobs equal to railroadin'!"

"You'd feel different if you'd been at it as many years as I have."

"Then why have you stuck with it all these years, Mr. Hanks?"

Lanky couldn't answer. But this wasn't cleaning up this present mess. Fortunately, the wreckage wasn't blocking the mainline.

"We'll go over and cut off our engine," decided the conductor. "First we've got to get our caboose off the main, then see what can be done."

He strode toward the locomotive.

"I just want to tell you one thing, Mr. Hanks," said the student brakeman as he pattered alongside. "I've been makin' mistakes ever since I came here. But I've never made the same mistake twice. And I don't have to be told anything but once."

It took the big hook the best part of a day to upright and rerail the boxcars. Conductor Hanks waited patiently for the repercussions. They were not long in coming. Division Superintendent Atlee, an elderly man with penetrating gray eyes and a salt and pepper mustache, dropped off Number 3, the westbound passenger, two days after the accident. He fround Lanky in the caboose.

Mr. Atlee wasted no words in preliminaries. "About this accident at Wolverine Pass, Hanks?" he opened up.

The conductor explained sketchily, trying to modify the real cause. But Mr. Atlee was too old at the game to be thrown off. Fixing Lanky with a sharp gaze, he clipped: "Wasn't this derailment, or cornering cars, mostly the fault of a new brakeman, Tom Lawson?"

"He was partly to blame," admitted Lanky, "but track 2 shouldn't have been left to foul 3."

"I've already taken care of that matter," said Mr. Atlee. "Now getting back to Lawson. I've made some inquiries and from what I hear, he's pretty much of a failure."

Lanky remained silent, eyes focused on the blunt toes of his shoes.

"In fact, this young man should never have been okayed by any of our conductors," said Mr. Atlee. "But he was. And I understand he's assigned to your crew."

"That's right,"

"Since then, he's pulled one bonehead after another. He capped the climax day before yesterday when he shoved track 3 blind. That little deal cost this company thirty-five hundred dollars."

Lanky slowly nodded his head.

"If you'll say the word," invited Mr. Atlee, "I'll pull him out of service."

LANKY hesitated. Then he drawled: "Dammit, if nobody made mistakes, lead pencils wouldn't need erasers. I know the scissorbill is dumb around engines and boxcars. He's got a long way to go. Let's give him one more chance."

Mr. Atlee got to his feet. "If that's the way you feel—I'll give him some discipline, though." He rubbed his chin. "You understand you're assuming full responsibility for Lawson in your decision?"

"I do," said Lanky.

In the days that followed, conductor Hanks went around carrying a double burden. Not only did he do his own job, he also had to shadow the scissorbill. As the work train occupied the mainline most of the time, Ike Crandall had to be out flagging. This left only Lanky and Tom to handle the necessary moves. Lanky had to admit the young brakeman was learning to carry himself better. Tom wasn't nearly so awkward now in getting on and off moving equipment. And he was getting so he could make a successful coupling about two times out of five.

Heavy mountain grades are treacherous. When you work on them, the unexpected often happens. Automatic airbrakes may have been safe enough, but they weren't entirely dependable. The new type of Ajax hand brakes were still a fond dream of the future. Much of the P&A's freight equipment had useless hand brakes. It was not uncommon for a brakeman to go over the tops of half a dozen cars before finding a hand brake that would work.

Many cars on those heavy drags came into terminals with smoking or blazing journal boxes. This element of uncertainty added zest to those jobs and kept the husky, reckless railroaders at work. Draft rigging was so rotten that pulled-out drawbars were scattered along the right-of-way.

Lanky was glad when the slide was almost cleared from the mainline. Two or three more days at the most would wind up the work-train job. The night before, a westbound drag had shoved ten sideboard flatcars on top of the steam shovel. Instructions were to load these with the granite-filled rubble which would be hauled to a place on the west side of Wolverine Pass, where the mountain torrent was eating into a high fill. The rubble would be used to rip-rap.

SO THIS morning Lanky's engine was standing by to pull each of the side-board flats as it was loaded and haul it up the pass to a siding a mile above Wildflower spur. They had already dropped the caboose into the spur, successfully.

The way the steam shovel bit off chunks, it didn't take long to load those flats when no trains were coming up the main. Lanky was shoving the loads down the shoo-fly and after anchoring them—there was a level sag along here and the cars would not roll—would wait until he had four of them. Then he'd take them above where they were set on the siding.

Ike Crandall had been with them when they shoved the first four cars into the siding, and had set hand brakes. Lanky had complete confidence in his parlor man. He felt satisfied that those cars would stay there, even though the grade was four percent.

Only two flats remained to be loaded. Lanky knew that by the time they got back from this trip, those two would probably be ready. He and Ike Crandall and Tom rode the rear of the tender.

Lanky pulled out his watch. "Let's see," he said, "Number 7 ain't due for forty minutes."

He looked at Ike.

"I'll tell you what we'll do. I'll drop you off at the slide, Ike. You mosey along the track and put down a coupla guns. If the flats are loaded, the kid and I will grab them, put the air into 'em, and highball up to Wildflower. We'll pick up the crummy there and go on to the sidin'. There's plenty of time to do everything before Seven shows up.

You flag her and ride her to the sidin', where you can drop off. We'll follow her to Wolverine Pass with the ten loads of rock."

The flagman nodded understanding.

Lanky faced the kid. "When we get to the sidin'," he instructed, "I'll cut off the caboose on the main to clear the west end. Then we'll couple the two cars of rock into the eight we left there, drag the whole works out, pick up the crummy, then shove her back and wait for Seven to pass. Understand?"

"Yes, sir," beamed the scissorbill.

They found the last two sideboard flats loaded. Ike headed down the main with flagging gear. Tom coupled the engine into the two loads. Then he hooked up his air. Lanky gave a high-ball, the hog chuffed away, and the skipper threw the mainline switch for the shoo-fly. At Wildflower spur the two loads were coupled to the caboose.

Lanky said: "Tom, when we reach the siding, you drop off with your brake club. You'll find some switchmen on the hind end. When I couple in with the two loads, let off your hand brakes."

The redhead nodded eagerly.

When they arrived at the siding, Lanky watched the student drop off at the rear end of the loads of rock. Then he cut off the caboose to clear the siding and signaled Blackie back over the switch. After throwing the switch, he caught the head end of the flat to ride it to a coupling.

Since Lanky had sprung the air on the crummy and had set a tight hand brake, he knew it wouldn't move off. Blackie let them drift swiftly into the siding. Now, even an old head will occasionally miscalculate. Which is what old Blackie Denton did that morning.

While he was still three-car-lengths from the cut, Lanky held out his arm in a *slow* signal. The engineer set his driver brakes, but those loads of rock were heavy. When he saw he was continuing to move too fast, he set the brakes under the two loads. The coupling wasn't exactly hard, nor was it easy. The two loads crashed into the cut with a thud that echoed like a clap of thunder.

Although the air had been sprung on every car in the siding, the equipment was old and almost worn out. All of the air had leaked off. The impact of the coupling drove the eight cars down the four percent grade. Lanky thanked his lucky stars that the well-worn pins had dropped.

The head end of the cut butted against the hind end, where Ike Crandall had set two hand brakes. Even Ike had been slack that morning. Instead of clubbing every load in the siding, the parlor man had handled only two. The cut might have sat there till doomsday if Denton hadn't rammed into them as he did.

WHEN the head end smashed into the hind end, there came a sharp, metallic crack and a brake chain, rusted away to rottenness, suddenly snapped, leaving only the one on the extreme rear. The scissorbill was standing at this one, brake club hanging through the spokes.

Abruptly the hind end of the heavy cut surged down the siding. It rolled freely until it came against the engine and the two loads on which Blackie had set all brakes. There came a grinding, shuddering crash. The drawbar in the second load from the engine moved out and dropped between the rails!

It happened suddenly. Lanky stood helpless while the remaining eight cars, rapidly gaining speed, whipped down the passing track with Tom Lawson frozen over his hand brake.

By the time Lanky galloped out after the moving cut, it was too late. Loaded cars gain speed with startling rapidity on heavy grades. Ruefully he watched them sway to the curve leading to the main. He saw the east car go through the switch. A couple of seconds later the whole cut had disappeared around a sharp curve.

With savage speed Lanky set the hand brakes on both loads, raced to the pilot, and closed its air-valve. He jerked the pin and gave Blackie Denton a wild *back up* sign. Blackie was on his toes now. The engine leaped out of the siding, stopped and surged ahead toward the caboose. Lanky made the coupling, snapped the airhoses together and waved the hogger ahead.

Conductor Hanks had taken some wild rides in his life, but never before one in which so much was at stake. Number 7 was due along at any minute. Those sideboard flats would probably gain speed until they either went over the dump or smashed into the passenger train. There was only one hope —the young brakeman. Maybe Tom could get them stopped in time. Maybe!

It wasn't until the caboose rounded the curve above the slide that Lanky caught sight of the runaway loads. They were rolling fast, swaying and rocking over the uneven track of the shoo-fly. The scissorbill was working at the hand brakes all right, doing everything he could. Then they disappeared around another curve.

The next siding was a mile and a half below the shoo-fly. Because the track was like a corkscrew along here, Lanky did not catch a glimpse of the rock cars until he nosed around the last curve above the siding. A quarter of a mile below were the rock cars.

"He's slowed 'em!" breathed Lanky. "But not enough to get 'em stopped before he's past the sidin'. And when he hits the grade there, it'll be curtains!"

His face blanched as he saw a telltale haze of purplish blue rise from the canyon walls. Number 7 was coming up the mountain, and fast!

BLACKIE was really gaining on the rock cars now, and Lanky breathed more freely. Could the peppery little engineer catch them before they hit the next heavy grade?

Then he saw the scissorbill. Tom had worked his way back to the head car, clambered down to the stirrup and was hanging there, poised.

When he was still a hundred yards from the west switch, he dropped off. With short, stocky legs he raced for the switch. For fifty yards it was nip and tuck. Then he gained a little. He was less than twenty feet ahead of the cut when he reached the switch stand. But his key was ready and his hand moved swiftly. Up came the lever. It moved over—just as the first wheels of the cut hit the points!

Lanky heaved a great sigh. He coupled into them after the last car had rolled into the siding. Blackie eased them gently to a stop. The conductor then raced back and threw the mainline switch. Number 7 blasted up the main, toward him. He gave them a stop sign and was answered.

When the engine halted beside him, he shouted: "The west switch at the first sidin' above the slide was run through! Stop and spike the points before you go over them!"

Waving a sign that he understood, the engineer blasted off. Tom came up then, his freckles standing out like spots of rust. He eyes danced.

"Was that what you call a Dutch drop?" he asked with a sly grin.

Conductor Hanks shook his head. "Not exactly." Then he added: "Kid, you did a helluva good job! I reckon you'll make a railroadman after all." ●

A SPLIT-SECOND DECISION

by Freeman Hubbard

IT WAS QUITE a letdown for Joseph H. Oman to be stuck in a rural signal tower on a single-track line "where nothing ever happened," for Joe was the kind of guy who craved action and excitement. He'd been a steam locomotive engineer, one of the best, pounding the high iron with a sure hand on the throttle, while the steel deck swayed underfoot, the whistle screamed, and telegraph wires swished by so fast that they looked like a picket fence.

Joe sighed. He had left all that behind him forever on the dark night when his hog turned over in a track washout after a cloudburst. It happened at Volcano Springs in the Imperial Valley of California, and it laid him on the shelf for three long years. But the Southern Pacific takes care of its own. The company had paid his hospital bills; and as soon as he could hobble around, bearing down hard on his cane, they made him a signal-tower operator.

The former hogger was sent to Arcadia in southern California, where he worked alone in the upper floor. The only way to reach that floor was by climbing wooden stairs outside the building. Each morning he limped up those stairs, nineteen of them, with the aid of his cane, and each evening he hobbled down them on his way home.

Joe loved flowers. Their fragrance and beauty got into his blood. One of the first things he did at Arcadia was to plant a crimson rambler beside the stairs. Day by day he watched the rosebush grow and spread itself; he watered it with care and twined it up the railing. At length the rambler climbed so high that it peeped into his window, and Joe could see the gay red blossoms from the work-grimed desk where he sat most of the day. He missed the thrill of handling an engine, but he took pride in watering those blossoms. One hot summer day, a smiling little Japanese man who tended bar in the gin mill just beyond the right-of-way fence strolled over to see his roses.

"Good morning, Charlie!" said the tower operator.

"Good morning, Mr. Joe," said the barkeeper. "Your red flowers are pretty. You should be very happy."

"Oh, I'm all right, Charlie, but I like excitement. I used to be an engineer on a double-tracked line. I'm not cut out for this kind of job."

After that, whenever the Nisei paid a visit to the tower he would say politely: "Good morning, Mr. Joe! I hope you find some excitement today."

Once in a while Joe limped over from his desk to jiggle the row of various-colored iron levers that jutted up obliquely from the floor. Each lever was connected by two wires to a red, yellow, or green railroad traffic light or to a switch. The levers that controlled the most distant signals in either direction were painted yellow; those for other signals were painted red, and those which opened and closed switches were black. A spare lever, which Joe kept handy to replace any one that might break or bend, was painted gray like the extra queen in a chess set.

Every time Joe yanked a lever, some red, green or yellow light that stood guard over the rails would flash on or off, or a semaphone arm would rise or fall, as a guide to railfaring men luckier than he. Now and then he'd pull the lever controlling a switch point, to open or close the "house" track—a dead-end siding with a bumper post at the far end—thus permitting a freight-train crew to set out one or more cars for unloading.

The wide tower windows on all four sides afforded a clear view of gleaming rails and the little depot that stood just a few yards from the tower—so near, in fact, that Joe could holler down any time he wanted to talk with Bill, the station agent who worked there. Joe could also see the town of Arcadia, the fields and woods and distant hills, and the saloon where the polite Japanese man held forth.

Every day, in the early afternoon lull, Joe would heat a cup of aromatic coffee for himself on the tiny oilburner he kept near his desk and would sip it while munching a couple of sandwiches, some fruit, and a wedge of home-made pie. Just before that, he would give a clear board to the drag freight which rumbled past his tower. The drag was a string of wooden-bodied boxcars and low-sided steel cars with a caboose tagging along behind. It carried a ponderous load of crushed stone and cement, hauled by a rusty old switcher with wheels so small that the crew called her a cabbage-cutter.

Joe would give her a highball by yanking two red levers and a lemon-colored one. Then he'd put his coffeepot on the stove to heat. While he was eating, he would watch the train slowly climb the steep curving grade to Lamanda Park, three miles west of Arcadia and 2500 feet higher. There the cars would be set out on a siding at the top of the hill for the stone and cement to be unloaded and used in a road-building project.

The cars were anchored by hand brakes set tightly, with a brake club thrust through each brake wheel to serve as a lever. Joe wondered sometimes what would happen if the crew forgot to set those brakes or if some hobo, kicked off a freight train, should get revenge on the Southern Pacific Railroad by releasing the brakes of cars parked on the siding.

He had the uneasy feeling that if those cars ever started rolling downhill on clear rails they'd gain speed with frightful momentum, so that nothing could stop them until the inertia of a level track halted them some distance beyond the town of Monrovia, two miles east of the tower and five miles from Lamanda Park. But if the rails were *not* clear—well, he'd rather not think of that. His vivid remembrance of the accident at Volcano Springs kept his mind alert with ways and means of preventing other tragedies.

Day after day, Joseph H. Oman watched the drag freight climb the long grade safely and the cabbage-cutter return later to pick up another load. The most dramatic part of his day's routine came at 4:44 p.m. when the westbound Santa Fe express, en route from Chicago to Los Angeles, passed through Monrovia. Both the Santa Fe and the Ess Pee had trackage rights on this pike, and in those days the Santa Fe string of varnish—Pullmans and coaches and a baggage car, powered by a high-stepping Ten-wheeler—usually carried more than a hundred passengers and crew members.

When the Limited approached Monrovia, her engineer would sound a series of short, peremptory, whistle blasts, demanding a clearance. That was Joe's cue to limp over to the mainline signal levers and pull them toward him. Just as he did that, the distant signal light would turn from yellow to a map of

Ireland, while the other lights that the train had to pass would flash from red to green. The express would then thunder through Monrovia and whiz by the signal tower at top speed, her whistle wailing a long salute to the Arcadia depot.

On such occasions, a faint smile of satisfaction would curve Joe's lips. It seemed then that the tower job wasn't so dull after all.

But one crisp October day in 1911, when the woods were aflame with scarlet and orange foliage and while the little Japanese bartender stood outside his saloon enjoying the late afternoon sun, before the bite of winter set in, the dreamy pattern changed with sudden violence.

Joe saw it first. Glancing out a well-cleaned window toward the west, he spied a cloud of dust rising above the curve. No train was due from that direction, so he called down to the station agent who was working in the depot nearby: "Hey, Bill, what's coming from the west?"

"Nothing," yelled the agent.

But the dust cloud grew bigger and Joe's trained ear caught the crescendo humming of wheels.

"Hell, man," he shouted back, "*something* is coming—and damn fast, too!"

His heart skipped a beat as the "something" swung around the curve into plain view and he saw an avalanche of freight cars rushing madly down the long grade without the cabbage-cutter! They seemed to him in that frantic moment to be making at least a mile a minute and accelerating at every turn of the wheels.

There were nine runaway cars. Two of them, he learned afterward, were empty, but the other seven hugged the rails with ponderous cargoes of crushed stone and cement. They surged ahead like a giant battering ram, weighing perhaps five hundred tons and racing at breakneck speed.

Joe glanced at the clock that stood on his desk. The time was 4:43. In another minute the fast express was due to roar through Monrovia—*on the same track*!

He hollered down to Bill: "My God, it's a runaway freight! I've got to ditch her!"

There was only one way to prevent a head-on collision, known to railroaders as a "cornfield meet." He could switch the runaway cars from the main stem onto the house track. Ordinarily, it was quite safe for the tower operator to shunt a few cars into the dead-end siding. This time, however, the force of five hundred tons rolling downhill created an extreme hazard to Joe himself.

He realized in a flash that the battering ram would push aside the bumper post at the far end of the house track and keep on going—right into the little, wooden, signal tower!

Railroad men had often said that the house track should have been built on the other side of the main track opposite to that on which the tower and the depot were located. But all three had been placed on the north side because, as the story goes, "Lucky" E. J. Baldwin, who had sold the land for railroad use, had stipulated that these facilities be built across the track from the hotel he owned on the south side.

Those heavy cars could instantly push over the tower like a house of cards, with Joe himself trapped on the upper floor! What should he do?

Just then the express engineer, unaware of the danger, sounded his imperative whistle call. Staccato whistle notes screamed through the valley.

Joe Oman had to make a split-second decision. Wreck of the passenger train would almost certainly cost many lives. If he were to sacrifice the signal tower instead, he would jeopardize only one life, *his own*! The former hogger made up his mind. He quickly pulled toward him the now-sinister black lever that opened the switch into the house track.

With staring eyes, he watched the first freight car enter the dead-end rails. Then he turned to flee. But now it was too late! The exit to the outside stairway lay on the far side of the room from where he stood. Joe limped over to it.

But the bright trailing roses blocked his escape. Yes, he could have slid down the railing to safety if he hadn't planted the crimson ramblers there. The bush, twined around the banister, had often given him joy. It now threatened his very life!

Joe knew there were nineteen steps to the ground. He had often counted them as he climbed up, one by one, with painful slowness. This time he took the first three steps downward in one crazy leap—and then came a sudden grinding crash, and everything went black!

The runaway freight cars stopped at last, piled up grotesquely with the tower wreckage on top. Afterward, the desk clock was dug out of the ruins, its spidery black hands still pointing to 4:44, the moment of decision.

But Joe Oman was not killed. It seemed that the first car had hit the tower at the exact instant Joe jumped, catapulting him on an air cushion caused by the impact. Flung clear of the splintering debris, the victim had landed on the track about thirty feet away, dazed and bruised but otherwise unhurt.

When he came to his senses a few minutes later, he was muttering: "My God, I must ditch her!" and the polite, little, Japanese bartender was bending over him with a towel and a glass of something or other.

"How do you feel, Mr. Joe?"

The tower man rose unsteadily to his feet and looked around. "Just fine," he said; "but, damn it, Charlie, I've lost my cane!"

"You want more excitement?"

Joe grinned and shook his head. "Not today, thank you."

The next morning, he went back to work at the usual hour; but this time, insteading of throwing levers, he guided the trains with red, green, and yellow flags until a new signal tower could be built. And when he finally retired on a pension in 1924, this hard-to-kill railroader had to his credit fifty-two years and five months of Southern Pacific services, not to mention a few narrow escapes.

Steam Photo Gallery

Yesteryears of coal smoke and oil lamps on the Reading. Camelback pops at end of long pull up freight grade from Wayne Jct., to Logan, Pa., about 1914. Dirt and grime hide numbers of doubleheading 2-8-0's believed to be of 900 series.
Thomas H. Bateman, 928 E. Haines St., Philadelphia, Pa.

(Above) Porter-built 0-6-0 locomotive stands on Port Everglades siding at Ft. Lauderdale, Fla., where she is being repaired. The loco is the property of Keith Mackey. (Next page) Terrie Cooper tightens bolt under Keith's supervision.
Thomas P. Cheesborough, P.O. Box 324, Coconut Grove Station, Fla. 33133

050 089-2

Steam spectacular on Cass Scenic R.R. in West Virginia on weekend in November, 1973. Event staged by Mike Koch and John Krouse featured Shays 2 and 3, and Heisler No. 6.
Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

A pair of German Federal Railroad 2-10-0's team up to haul train No. 36376 between Kaiserslautern and Bingerbruch, West Germany, in Aug. 1973.
Ed Immel, Box 64, Dep. Schools, APO NY 09633

Steam above the clouds. The only rack railway still running on steam has been taking people from Brienz in Switzerland up to the Brienzer Rothorn (7,047 feet above sea level) since long ago days of '92.
Swiss National Tourist Office, 608 Fifth Ave., New York, N.Y. 10020

Remember the old Manhattan Transfer on the Pennsy near Newark, N.J.? It disappeared many years ago. Shown in this cameo is Atlantic 3151 being cut off from her nine-car train for juice run rest of way into New York.
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

Photograph by Ray Kenley

Denver & Rio Grande Western Rotary OM and 487 about 3 miles east of Chama, N.M., on Cumbres & Toltec Secenic in 1974.

Ex-Reading 2100 class loco, renumbered 302, on 1973 D&H railfan photo run-by at Fort Ann, next to canal.
Kenneth Ingmanson, 1242 Juliet Ave., St. Paul, Minn. 55105

George A. Forero, Jr., 474 W. Scott St., Fond du Lac, Wis. 54935

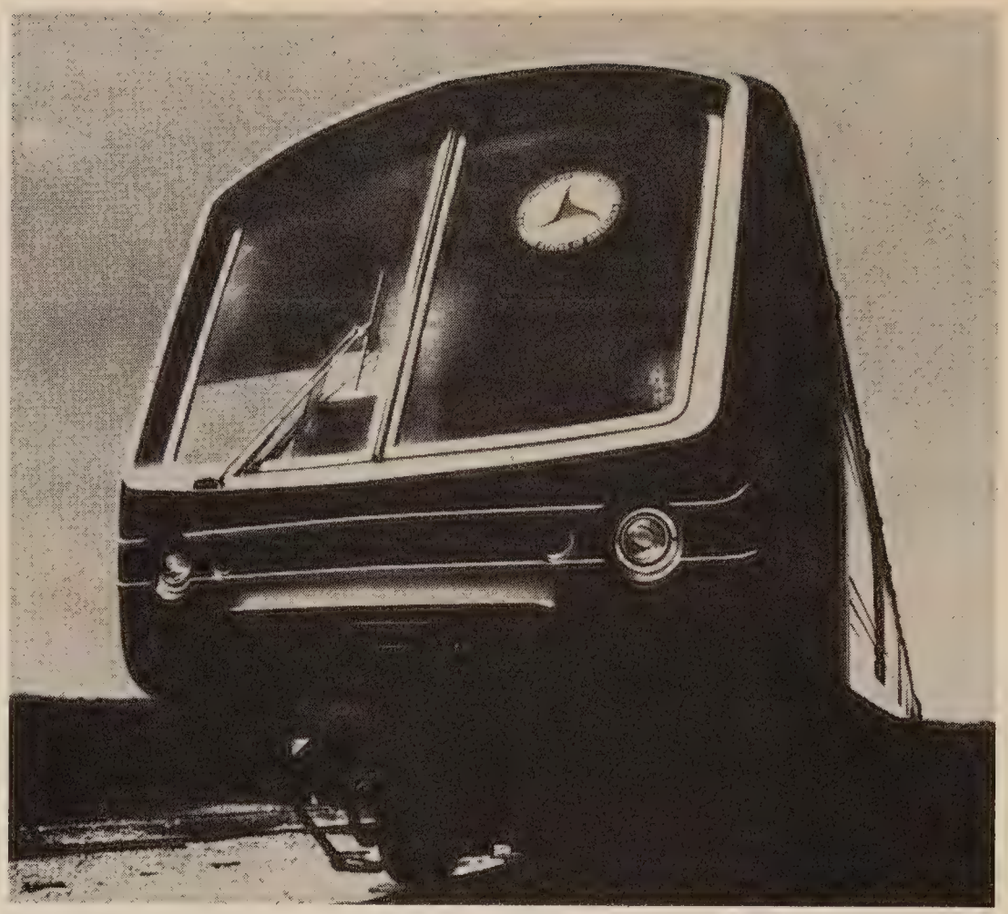
Ex-Canadian National 6218, fantrip favorite for years, on her farewell run, Belleville to Anson Jct., on July 3, 1971.

Texas & Pacific Ten-wheeler 392 ready to leave Bunkie, La., in '41 as thunderheads pile in sky.
Ed Robinson, Shreveport, La.

Erie Pacific 2516 hauling commuter train out of Jersey City, N.J., Oct. 10, '47. Note line of Erie steam on the right.
Collection of Bruce G. Saylor

STEVE MAGUIRE'S

TRANSIT TOPICS



Head end of State-of-the Art subway car that made first run in New York in May.

TWO new "State of the Art Cars," whatever that means, are rolling on New York subway tracks for a few weeks' test. Despite the fancy name and alluring picture-windows, the only art we could see in SOAC is the design of superb modern equipment. They are pushbutton-controlled and carpeted showcases of rail technology, built by St. Louis Car Co. As we go to press, they have not yet been defaced by graffiti; but give the kid vandals a little more time and they'll do their stuff.

U.S. Dept. of Transportation introduced the cars in "Fun City" to let IND and BMT passengers be the first in the country to ride them, for 35¢ tokens. SOAC have no straps or overhead balance poles for you to hang onto, but they feature ceiling-high bright steel bars and carpeting that crawls up the walls and leatherlike seat cushions. A fairly smooth and quiet ride is assured by rubber-cushioned wheels and the improved suspension.

THE DAYS of the trolley snow-sweeper in North America are nearly over. Toronto and Philadelphia alone were the last two cities to have a fleet of such equipment for use on their surface lines. More modern methods have been developed to clear entire streets of snow, mainly due to the increased use of the automobile, running on much wider streets than existed a relatively few years ago.

Late in 1973 the Toronto Transportation Commission, largest operator of this equipment, disposed of its sweepers by sale or scrapping. Most of them went to trolley museums, but one operating line made a purchase. This was Transport of New Jersey, which runs the 4.5-mile Newark subway, for its most part in the former bed of the old Morris Canal.

Until 1972, TNJ kept one sweeper and one plow for snow emergencies, but a year ago the sweeper was destroyed by fire. To replace it, Toronto double-trucked sweeper C-39 was obtained and is likely to go into service in Newark next winter. This one was originally owned by the Trenton & Mercer County Ry. and ran on the streets of Trenton, N.J., until the line was abandoned 40 years ago, whereupon it went to Toronto. Now it is back in its home state, the only sweeper that will be used to clear snow on an operating passenger trolley line in New Jersey.

Other sweeper sales (as reported in *Radial Report*, bulletin of the Ontario Electric Railway Historical Assn., Box 121, Scarborough, Ont., Canada) include one to the OERHS museum line at Rockwood, Ont., three to Branford Electric Railway Assn., one to Seashore Electric Ry., two to Calgary Heritage Park in Alberta, and one to the Barnum & Bailey Circus at Sarasota, Florida.

NORTHBOUND riders on No. 736, an Illinois Central Gulf commuter train in the Chicago area, on February 8th heard first-hand what was delaying the morning rush hour when engineer Jerry Kratochvil inadvertently switched on his two-way radio, thus permitting conversations between trains and the control center and towers to be piped over his train's public address system.

Riders were fascinated to hear the inside story of railroad operation. More important, they could follow the calm, professional way in which ICG crews and supervisors coped with trouble. Jerry may have stumbled onto something ICG is pondering the possibility of letting *all* riders listen in when there are bad backups. Whether this is workable or not is still under study.

PHILADELPHIA'S new rail line between its Penn Central 30th Street Station and its International Airport is expected to begin operating for the Bicentennial celebration, but will not be ready in time, at least not until after the celebration has started, writes L. P. Cummings, 129 Nevin St., Lancaster, Pa. Although $2.8 million has been allocated for the line, construction hasn't yet begun.

Cummings tell us also that a history of the Pittsburgh street railway systems is being prepared by the Pennsylvania Railway Museum Assn., operator of the Arden trolley museum line, and will be published by Central Electric Railway Assn. of Chicago in about two years. Anyone having old Pittsburgh system material to contribute should contact John Baxter, 311 E. Swissvale, Pittsburgh, Pa. 15218 (for city material), or Ed Lybarger, 125 Nancy's Lane, McMurray, Pa. 15317 (for interurban material).

THE WORLD'S largest air terminal, the Dallas-Fort Worth Regional Airport, located on 17,000 acres of Texas prairie land northwest of Dallas and costing $700 million, has had its share of problems since its opening in January. These problems were reported in

Technician tests cutout section of a noise-suppressive wheel made by Standard Steel of Burnham, Pa., for subway and mainline passenger cars. Silicone rubber, injected between the threads joining the center and outer tire, muffles squeals which railfans will miss.

SEPTA trolley on route 23 passing Central's Chestnut Hill station along Germantown Ave. in March '74. PCC is traveling on city's longest car route.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

a *Christian Science Monitor* clipping, sent to us by McKinley Crowley, 724 44th St. N.W., Canton, Ohio 44709.

For example, a multimillion-dollar baggage-handling system misfired. An employe of that facility said: "It was terrible. You would code a bag for a flight destination, but the computer would route it to the baggage-claim area. The device bent golf clubs double and chewed up bags by the dozens. Two of the chewed-up bags belonged to a national television news crew who filmed the entire events. By the third day, with 2,000 pieces of luggage piled in a hopeless jumble, Braniff turned the automatic system off. It was still off a week later."

The other major automated system at the airport is a computer-controlled people-mover called Airtrans, costing $34 million, similar to the Skybus proposed for Pittsburgh and designed to carry passengers, baggage, mail, and trash between the four huge terminals and outlying areas.

But two days before the airport opened, Airtrans was not ready. When the manufacturer, LTV Aerospace Corp., agreed to man each of the rubber-wheeled cars with a technician, about half of the 13-mile system was started up.

It had bugs too. Passengers repeatedly got on the wrong two-car trains because, it was said, the directional signs were dimly lit and high above the floor. The automatic announcing system in each car often called out the wrong stations, requiring unwary riders to circle the entire airport again at 17 miles an hour. Sometimes, cars just stopped without apparent reason.

NEW CARS of lightweight aluminium, with curved body sides and more powerful traction motors, are now running on the Metro in Moscow.

A MASS TRANSIT plan for Detroit that would cost $2.4 billion is announced by Southeastern Michigan Transportation Authority. We have details from Oran Hart, 9409 Camley, Detroit 48224, and Dave Nelson, 531 Ventura Court, Ann Arbor, Mich. 48102. Envisioned is a 75-mile rapid transit system, the first portion of it to be in operation by 1979 and the rest by 1990. It would extend from center city Detroit out Woodward to New Center, along Michigan to Dearborn and Gratiot to Eastland. Of this, 34 miles would be subway, 28 at grade, and ten miles on elevated trackage.

Other transit routes would be added later, including a Grand River-Greenfield line to Northland and a Mound Road stretch from Gratiot to the Interstate Road at Warren. Also, bus lines using express traffic lanes, making a total project of 254 miles. Detroit's Mayor Young says the system, if built, will not

Richard J. Cook, 2201 S. Overlook Rd., Cleveland Heights, Ohio 44106
It was late afternoon on warm May 30, 1948, as a couple of Dollys welcome car 517 of Cincinnati, Newport & Covington into shady Devon Park, Covington, Ky.

Three ex-Conn. Co. cars outside barn of Branford Electric Ry. Museum in 1974.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Monorail pulls into the main entrance station at Walt Disney World in Fla., on January 17, '72. Train at right has just left station with passengers.
William T. Morgan, AG3 OA Div., U.S.S. Saratoga, CV-60, FPO New York 09501

only provide fast and reliable service to neighborhoods dependent on mass transit, but will relieve the strain on overcrowded streets.

"I want to make two points about rapid transit," Young continues. "The need for a good system has been known for over 50 years, but during all that time we have been steadily falling behind other cities in mass transit service. In the past five years, Baltimore, Atlanta, San Francisco, and Pittsburgh have found ways to finance their modern transit systems. If *they* can do it, we here in Detroit can do it just as well."

Aside from that, Detroit may see a streetcar running along its downtown riverfront this summer, due to efforts of Michigan Transit Museum members working on a 2000-foot stretch of track, preparing it for trolley operation. So says museum secretary Kenneth E. Schramm, 19129 Cheshire, Detroit 48236.

The first car to run will undoubtedly be No. 256 from Oporto, Portugal. This was one of three four-wheeled trolleys purchased by Paul Class of Glenwood, Ore., last fall. The other two cars are running this summer in Yakima, Wash., as part of a local project, on existing city trackage of Yakima Valley Transportation Co.

The Riverfront Detroit line also owns former Brooklyn & Queens convertible car 4550, now being restored in Wilkes-Barre, Pa. Other equipment obtained are a Birney car body and Detroit shop motors 1981 and 7284, no longer used by the city and stored at the Shoemaker shops. Schramm says the museum is selling prints of original

Lindsay R. Richmond, 18/22 Carrington St., QBN 2620, Australia
Brisbane city tram at Traction Museum, Loftus, just south of Sydney, Australia, on an early winter day in June, 1973.

drawings of Detroit streetcars to help finance the project. Write him for details.

LAST TRACKAGE of the Aurora, Elgin & Fox River Electric, three miles along the west shore of Fox River in South Elgin, Illinois, is being taken up because diesel freight service ended a year ago. The Railway Equipment Land & Investment Co. trolley museum operates along a mile of the track and may have purchased this piece for future operation. Will someone tell us?

According to *Spike & Tie*, monthly publication of the Blackhawk Chapter of NRHS, Box 455, Aurora, Ill. 60507, rail from the AE&FR line has been sold to the nearby Illinois Railway Museum at Union. The same publication also says that during the fuel shortage, the IRM and Milwaukee Road negotiated for leasing of IRM's five-car *Nebraska Zephyr* train for use on the Northwest Suburban Mass Transit District Commuter lines out of Chicago.

EL PASO trolleys stopped running on May 4th and will not resume unless and until the city lays additional track to reach the Civic Center and Chamizal Memorial. The stop order was due to City Council agreeing to let the Mexican bus line, Autobuses Internacionales, pick up passengers in downtown El Paso and take them to downtown Juarez, on a 30-day cancellation basis. This is bad news because the Mexican Government demands jobs for its own people, comments Hank Leinbach of the Electric Railroaders' Assn., Texas Div., Milam Bldg., San Antonio 78205. You may recall that the International Carline franchise was revoked for El Paso City Lines so that 16 Mexican men could keep their jobs.

THE "SINGING" of trolley wheels will soon disappear from the Philadelphia streets, reports Jeff Marinoff, 1 S. Vassar Sq., Ventnor City, N.J. 08406. The only cities still using bronze trolley wheels are Philadelphia and Pittsburgh.

Conversion of Southeastern Pennsylvania Transportation Authority's trolleys to carbon insert slide shoes will begin soon. This will also mean changing trolley-wire frogs, hangers, crossings, and breakers. Eventually the overhead wires, now round, will be groved for shoe operation. Philadelphia never quite got around to converting to slide shoe operation for several reasons. The city's streetcar system was so large that it would have been a great expense to do the job. Also, for years it was thought that diesel buses would replace the trolleys, so they didn't bother to convert to slide shoe. However, now the streetcar system will be retained and new cars ordered in 1977.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Mass. Bay Transportation Authority car 3336 (above) at end of the line at the Mattapan station in Boston, Oct. 25, 1972. (Below) Just leaving Government Center station is a PCC trolley of Boston's MBTA racing south to Park Street.

Robert Redden, 113 Munroe, Lynn, Mass. 01961

Three forms of transportation in Granada, Spain, in March, 973. The middle one, streetcar, has since been abandoned.
Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

ALL TROLLEY lines in Granada, Spain (pictured in our Sept. '73 department), are now abandoned, says Earl Clark, 2958 Westridge Ave., Cincinnati, Ohio 45238. Earl publishes a *Directory of World Electric Lines*, listing every operating trolley line, an almost unbelievable accomplishment. A new edition will shortly appear.

Last Feb. 14th, he reports, both the interurban tramways and the Sierra Nevada tramway of Granada were closed. This move came as a surprise, since a depot was recently completed.

New Transit Publications

THE ERA OF STREETCARS AND INTERURBANS IN WINNIPEG (1881-1955), by Herbert W. Blake, 120 pages, 6x9″, soft cover, may be had for $5 from the author at 237 Campbell St., Winnipeg R3N 1B4, Canada. The author has combined his two earlier traction books into this one commemorating the city's Centennial (1874-1974). It is primarily a photo book, including some very old views of the horsecar lines as well as later city and interurban scenes. Text of the city lines covers mostly the early years. Equally brief is text coverage of two interurbans, the Suburban Rapid Transit line to Headingly (1902-'30) and the Winnipeg, Selkirk & Lake Winnipeg route to Stonewall and Selkirk (1904-'39). A roster of equipment and several maps add to the usefulness of this book.

THE WESTERN RAILROADER magazine has reproduced two of its 1972 issues in separate paperbound copies. Key System Interurban Lines **is a 16-page photographic coverage, including a roster and map.** Oakland, Antioch & Eastern Ry. **is a 12-page reproduction of an illustrated story from a 1913 issue of THE ELECTRIC RY. JOURNAL. The OA&E became Sacramento Northern Ry. Copies are available from WESTERN RAILROADER, Box 668, San Marino, Calif. 94401, at $1 and 50¢ respectively.**

A 12-page illustrated study of the big, wooden, suburban cars (1000 series) of the Montreal Park & Island Ry. appeared in Feb. '74 issue of CANADIAN RAIL, monthly publication of the Canadian Railroad Historical Assn., Box 22, Station B, Montreal, Que., Canada. Annual subscription costs $8.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What are bowl tracks?***

Tracks located in a classification yard on which cars are sorted into new trains.

2 ***How heavy are U.S. freight trains running these days?***

Very heavy. Freight traffic last year totaled an estimated 847 billion ton-miles, topping the previous high set for a single year, 1972. A year ago, car-loadings totaled 27,321,918, up 4.7 percent over 26,104,642 cars loaded in '72. Ton-miles in the last three months of '73 represented a record for any fourth quarter and the second highest quarter on record.

The nation's ton-mile total for the fourth quarter of last year was an estimated 214 billion, up 5.9 percent over the previous high of 202 billion set in the comparable period of '72. All-time high for carloads was in the second quarter of last year, with a dazzling total of 218 billion ton-miles.

3 ***When was television first used on a train?***

The Baltimore & Ohio and Bendix Radio joined in the first practical demonstration of TV reception on a train Oct. 7, '48, to bring in the second game of the World's Series in Boston, Mass., between the Braves and the Cleveland Indians, from stations in Washington, Baltimore, Philadelphia, and New York. The test was conducted on a car attached to the *Marylander*, which left Washington at 1:30 p.m., traveling about 80 mph. The receiving equipment had a special antenna for high-speed reception.

4 ***Brief history, please, of Nova Scotia's Dominion Atlantic.***

The Land of Evangeline Route began with the proposal for a railway to provide access to Halifax from the Annapolis Valley in 1835, only 10 years after the Stockton & Darlington opened in England. The initial survey was authorized in 1846. The first section of the Halifax subdivision was completed and opened between Richmond and Truro on Dec. 15, 1858, with a stage-coach connection into Halifax; and in 1876 the gap between Richmond and Halifax was closed. The Dominion Atlantic was incorporated July 22, 1895, as an amalgamation of the Windsor & Annapolis and the Yarmouth & Annapolis, which had been incorporated Oct. 1, 1894. The new company also took in the Western Counties and the Cornwallis Valley railways. Operation continued until Jan. 1, 1912, when the entire railway, including also the Midland of Nova Scotia, (acquired in Oct. 1905 as a connection between Windsor and Truro) was leased by Canadian Pacific for 999 years.

5 ***What did "charter lines" mean in the Illinois Central's early days?***

Organized in 1850, the IC was incorporated under Illinois laws on Feb. 10, 1851, to build a line running northward from Cairo to Dunleith (East Dubuque), with a so-called branch from Central City (Centralia), north of Cairo on the Cairo-to-East Dubuque line, to Chicago. These lines formed a rough Y and have been known from the beginning as "charter lines." They were completed and put in operation in 1856. When chartered, they called for a mileage nearly twice that of any existing railroad in the U.S. and were the first built under a Federal land grant.

6 ***Info, please on Moffat Tunnel.***

In the summer of 1923 work was begun on the 6.1-mile tunnel, which cut 173 miles from the rail distance between the Atlantic and the Pacific and lowered the grade from 3 to 2 percent. Five years of day and night work and $16 million were needed, but on Feb. 27, 1928, the first train out of Denver passed through the new bore beneath James Peak. The torturous line over the mountain was abandoned, eliminating nearly 32 miles of difficult trackage. The tunnel did not come into its full usefulness, however, until completion of the Dotsero cutoff between the Denver & Salt Lake and the Denver & Rio Grande Western in 1934. This enabled D&RGW through trains to run between Denver and Salt Lake City, which they have been doing ever since.

7 ***I'm a Long Island R.R. conductor. Are sickness benefits payable before an applicant recovers from illness or injury?***

Yes, they are payable while you are unable to work. A claim form is usually mailed to you at the end of each 14-day registration period. When the claim form is completed, signed, and returned to the Board, a benefit check is mailed to you.

8 ***Print the words to "Three Sides to a Triangle," by Lydia O'Neil.***

Says siction foreman Murphy to siction foreman Burke;
"Why don't yeh quit yer loafin' an' find a job o' work?
Yeh haven't done no jointin' since the twinty-ninth o' May;
Yeh did it then to celibrate—yer boy was born that day.
Ye'd get a haulin'-over if the boss should happen by,
Fer all yer ties need tampin' an' yer low joints all is high;
Yer tracks is like a scrapbook, so high wit' junk they're piled;
Yer rails is full o' humps an' bumps that drive the brakemin wild."

To siction foreman Murphy says siction forman Burke, says he:
"Ye'd better tind yer siction, an' not be watchin' me.
Yer curves is out o' kilter, yer angle bars is cracked,
Yer ties is all so rotten yer shpikes kin not stay tacked.
Yeh never take a shovel an' shovel out yer ditches;
Yeh never cut the daisies from aroun' yer grogs an' switches;
Yer sivin miles o' siction is overgrown wit' moss;
How did it happen, Murphy, that they made ye siction boss?"

A gruff voice interrupted. 'Twas sup'rintendent Flynn:
"Why are ye shtandin' idle, ye an' all yer min?
Twould take a year o' labor to put yer track in shape.
An' now, instid o' workin', I find yez half ashlape.'
Says siction foreman Murphy to siction foreman Burke:
"Yeh hear what Misther Flynn says, go on an git to work."
Says Burke, says he: "Tis ye he's roastin', ye clumpsy, shtupid man!"
Then Flynn, he lost his temper an' gave them both the can.

9 ***(1) Where was the Portland & Rochester? (2) Was the Boston, Hartford & Erie ever taken over by the New Haven?***

(1) Originally owned by the City of Portland, Me., the P&R ran 52 miles between that city and Rochester, N.H. In 1879 two roads, the Boston & Maine and the Eastern, each bought a half interest in the property. Five years later the former system absorbed the Eastern, thus gaining full control of the P&R. Today its trackage is freight only.

(2) Yes. The BH&E was formed in 1864. Emerging from receivership in 1870 as the New York & New England, it became the New England R.R. after the panic of '93. Two years later it fell into the hands of the New Haven.

10 ***When did women's lib hit U.S. railroads?***

As early as 1855, when the Baltimore & Ohio hired Susan Morningstar and Catherine Shirley as cleaners.

11 ***What can you tell me about Pacific Electric passenger service?***

It was inadvertently omitted from this magazine's electric lines list in April '74. Gerald M. Best supplies the facts. This railroad was formed in 1901 as the Pacific Electric to develop landholdings of Henry E. Huntington, Espee's president, and some of his intimate friends. PE's first interurban line was the Long Beach line, completed July 4, 1902. The following October the Pasadena Short Line was opened for operation. The Monrovia line came along in 1903, reaching Glendale in 1907. The Sierra Madre and Oak Knoll lines followed in 1906. Then a line to Covina opened in 1907, reaching Pomona in 1911. Lines to Glendale, Newport Beach, and San Pedro, 1904; to Santa Ana in 1905. The Whittier line, which opened in 1904, reached Yorba Linda in 1911. Routes to Burbank and Van Nuys also came along in 1911. Meanwhile, short connecting lines were added.

PE was now proclaiming itself as "The greatest electric railway system on earth," but sold all its holdings to Southern Pacific in 1910. The following year some 63 electric railway lines were united in a great merger to form the Pacific Electric system. Among the larger consolidations were the old PE, the Los Angeles Pacific, the San Bernardino Interurban, the San Bernardino Valley Traction, the Riverside & Arlington, and the Redlands Central.

1917 saw the first crack in the dominance of the Big Red Cars when bus routes were set up as a substitute for then-unprofitable rail service appearing first on the San Bernardino-Highland-Patton line. Other lines followed. The Motor Transit Co., which served local areas and reached as far as Bakersfield, Victorville, and San Diego, was partially absorbed into the PE system in 1930.

By 1936 PE had purchased all Greyhound interests in that area and merged them into the PE bus system. A so-called rehabilitation program, 1939'-41, called for abandonment of the major rail network, but World War II interrupted it. The next four years were busy ones for PE. During 1945 alone their rail lines carried over 109 million passengers.

As war ended, the road needed new equipment and trackwork, while patronage delined. Gas rationing was over, and so was PE's heritage as a passenger-carrying electric interurban. The sale of all PE passenger services to the Metropolitan Coach lines came in 1953. Metro services, bus and rail, were taken over by Los Angeles Metropolitan Transit in March '58. Three years later, on April 9th, the last interurban west of Chicago, the Los Angeles-Long Beach line, a victim of LAMTA hocus-pocus, ground to a halt, ending almost 60 years of service.

12 ***Do you know of any "fireless cookers" still around?***

Yes, at least three, maybe more. All three were built by Porter in 1949 and are owned by Potomac Electric Power Co. at its Alexandria, Va., plant. At last report, two of the three, bought for coal shunting service, were not operating.

13 ***List the names of dining cars operating on Florida East Coast Ry. in late 1940's.***

The Flagler System owned the following stainless-steel cars: *Ft. Lauderdale, Ft. Pierce, Ft. Dallas, Ft. Matanzas,* and *Ft. San Marco.* Standard type were *St. Augustine, Royal Palm, Royal Poinciana, Casa Matina, Breakers, Miami, Palm Beach, Daytona Beach,* and *Key West.*

14 ***Who invented the semaphore?***

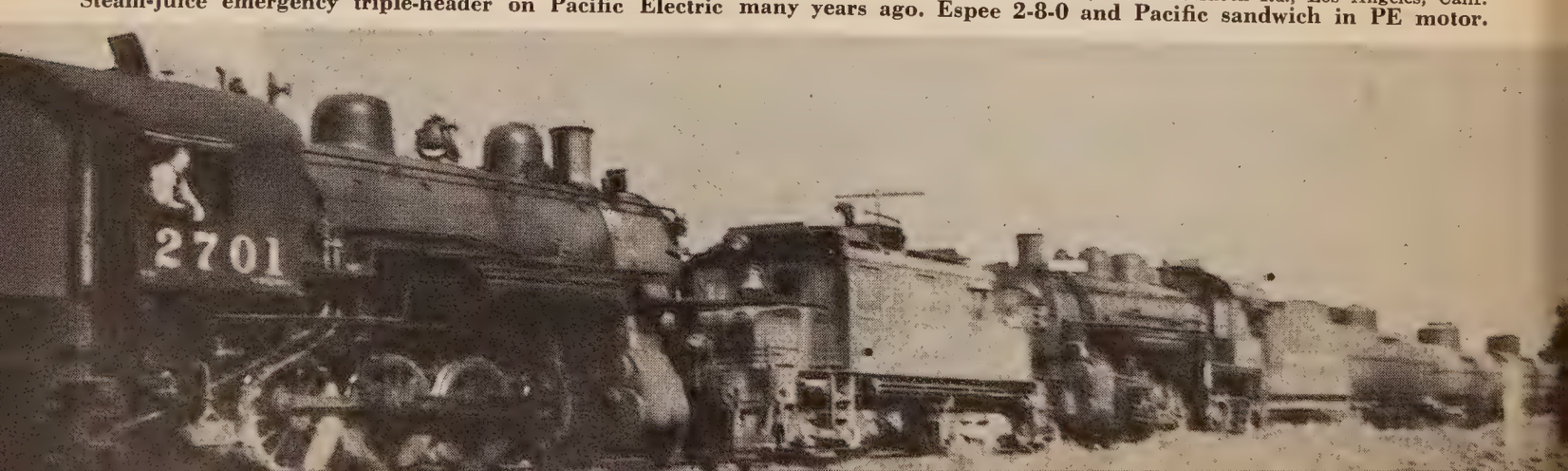
A French student, in 1790. Signals were erected on crude wooden towers placed upon exposed headlands, one signal tower in sight of the other, so that the position of the arms could indicate directly to its neighbor whatever message was sent. Thus the signal or message was relayed quickly over long distances. This system was called the telegraph. The British Navy used semaphore arms for many years before railroads adopted them. The earliest American semaphore had a single arm. It remained a signal unit worked manually until the Erie adopted Morse's telegraph for train dispatching on Sept. 22, 1851.

Running Extra

Regarding S.B.'s questions about track pans in our April issue, he and other readers might like to know that: (1) Track pans were 1400 to 2500 feet long, usually about 2000 feet. (2) New York Central and Pennsy used them most extensively, although B&O and the New Haven also had them. (3) Poor hydro-dynamic design of scoops and inadequate tank venting restricted scooping speed to 45 mph for most locos. However, research in the very late years of steam removed that restriction on moden equipment, such as

B.B. Starr, 10633 Charnock Rd., Los Angeles, Calif.

Steam-juice emergency triple-header on Pacific Electric many years ago. Espee 2-8-0 and Pacific sandwich in PE motor.



It was late morning on Feb. 24, 1951 at San Marino, Calif., as this Pacific Electric 3-car special, led by No. 1111, headed for Santa Anita on Derby Day.
Photograph by George N. Bisenius

the Central's PT class tender. (4) A track pan could be refilled well within the time it took a block to clear for a following train. (5) Track pans were generally 40 to 50 miles apart. (6) Can't remember any in heavily built-up areas. Disposition of spill-over was somewhat of a problem. (7) It was preferred to locate the pans on straight tracks. They could be on a curve if super-elevation was minimal. (Radnor pans on the Pennsy were on an S curve). (8) Pans were used for both freight and passenger trains, beginning about 1880.—Charles M. Smith, 3 Princeton Rd., Strafford-Wayne, Pa. 19087.

Anyone help me locate books, brochures, etc., with maps of U.S. railroad tracks?—Dean Curcio, 6430 Dominica, Cypress, Calif. 90630.

Regarding an April item, the Bessborough Hotel in Saskatoon, Sask., no longer belongs to Canadian National. Add to your list of CP hotels the North Star Inn at Winnipeg, Man., and the Red Oak Inn at Brandon, Man.—D.G. Clark, 157 Douglas St., Brandon, Canada.

Info wanted on UP's air research turbochargers. How many units had them? What was the main difference between them and the conventional oblong type? Which other roads, if any, also use them? Does UP still have any and why don't we see more of them?—Hargis Westerfield, 713-15 W. 25th, Kearney, Neb. 68847.

Great Northern's big sky-blue paint scheme would have been applied to all equipment except work trains had the Burlington Northern merger not been approved. BN would have adopted that paint scheme if we railfans, among other folks, hadn't made so many complaints that the Cascade green scheme was finally used instead. Before the merger, GN painted a few passenger cars, NP did the same to freight cars, and CB&Q some locos. Railfans were opposed because GN already had an attractive color.—Michael Denuty, Box 70, Pomeroy, Wash. 99347.

I recently found a lantern globe with the initials GC&SF R.R. Anyone tell me about it?—Charles Smith, 1323 N. Oakland Ave., Indianapolis, Ind.

I need info on railroads that ran through Ithaca, N.Y., in the 1800's. Also on Boston & Maine wrecks and employee casualties.—Norman Drew, 71 Commerce St., Clinton, Conn. 06413.

What became of its GE 70-ton No. 50 after the Baltimore & Annapolis quit operations, following a hurricane?—Denis Falter, 5 Emerson Ave., Ferndale, Md. 21061.

Someone recently asked about the New Mexico Midland. It was abandoned in August, 1933.—M.W. Beene, Rte. 2, Box 5210, Santa Fe, N.M. 85701.

Anyone help me with pictures, floor plans, or other info on the old DL&W terminal in Buffalo?—Brad Smith, 8373 N.M. St., Eden, N.Y. 14057.

In what year was the color of Southern Pacific's East Bay Electric line cars changed from green to red? A 1911 photo caption in a recent NRHS Bulletin said they were originally painted green. When I came to the Bay area in 1925 they were red.—Carter Bishop, 424 Iris St., Redwood City, Calif. 94062.

Regarding a question in Oct. '73, I find after checking pictures of Rochester, N.Y., station in Alexander's book, *Down by the Depot*, the caption on the 1858 print could also be applied to the 1882 pictures. This picture must have been at least ten years after the date. Mr. Lowe's photo does, indeed, show a full-length vestibule car. Patents were taken out on the first diaphragm devices in 1852 and 1855. Several cars of the Naugatuck Railroad in Conn., were fitted out with them in 1857.—Ken Willis, 1657 Munroe Falls Ave. #35, Cuyahoga Falls, Ohio 44221.

What was the advantage of a Camelback loco? Why did Espee put the water tender in front of their 2-8-8-4 engines?—Lee Preston Barnett, 911 2nd St., Mena, Ark. 71953.

Anyone have pix of New Jersey's Union Trans. Co. steam locos, stations, etc? Also want info on disposition of its engines.—Anthony Hernandez, Jr., 145 Rogers Ave., Apt. 8, Hightstown, N.J. 08520.

Most of the railroad mileage in Sweden, Norway, and Denmark is standard gage. Finland's railroads, built while under Russian rule, are 5′0″. Sweden has (or had recently) some 10,000-plus miles of railroads, of which about 8,000 miles are standard gage and some 2,200 miles narrow-gage, 2′11″ and metric.—H. Harry Schoden, 4554 North Malden St., Chicago, Ill. 60640.

The old Jersey Central ran from Red Bank to Lakewood, but how much farther? Is that line still in operation? Where can I get a book of poems that have appeared in *Railroad*?—Paul DiLuto, P.I. 4799, Miami Beach, Fla. 33141. (*Ed. Note*: You should contact Wayner Publications, Box 871, Ansonia Sta., New York, N.Y. 10023 for *Great Poems from Railroad Magazine*).

Will some reader please explain to me the meaning of such steam loco classifications as K-4 Pennsy Pacific, J-3a, New York Central Hudson, etc.?—Wm. Jones, PSC Box 2284, Griffith AFB, New York 13441.

Did the interurban lines handle much freight? If so, did they own their own rolling stock, or was it leased from a railroad line? I remember seeing several boxcars in service, but this may have been merely a work crew.—J. T. Beachamp, 238 West Huisache, San Antonio, Texas 78212.

A personal note from Barbara: The *Running Extra* you have just read is a condensation from a bushel of mostly long letters that, if published in full, would have filled a section about 20 times the size of this one! I just can't find space for all your interesting comments—unless I could persuade Editor Hubbard to cut out a lot of other material like rosters, photos, *Transit Topics*, etc., to make room for them. Please keep your letters brief. In nearly every case, one short paragraph per letter is plenty.

IN SEARCH OF STEAM

Mike Eagleson

STEAM from the old Minneapolis & St. Louis may soon be running again in Minnesota. The owner of the Minnesota & Western Railroad Museum, Don Lind, Box 459, Appandale, Minn. 55302, is now working on such a plan. Back in 1967 he purchased ex-M&StL 2-8-0 No. 471, as well as a 2-6-2T (ex-Coronet Phosphate Mine No. 5), which he wants to operate on 35 acres of land at Annadale. In addition, Don owns part of Duluth, Missabe & Iron Range 2-8-8-4. No. 221 (scrapped in 1968) and several cars.

The property borders on the Soo mainline. Don may install a costly spur into the museum to facilitate delivery of future rolling stock that he hopes to buy. Presently, everything has to be trucked in. Consolidation No. 471 arrived in pieces, the boiler in one load and the frame and wheels in another. The museum needs men experienced in locomotive rebuilding. If and when Don gets rolling, it will be with the only operable example of a M&St.L steam locomotive. I hope he has the good taste, for historical accuracy, to keep her lettered as she was in regular service years ago. Good luck, Don! Keep me posted on new developments.

Wolfeboro R.R. Prairie No. 250 pants impatiently at Sanbornville, N.H., waiting to get underway for Wolfeboro, on inaugural train on hot day in Aug. '73.

Gerry Burridge, P.O. Box 152, Pts. Claire-Dorval, Qde. H9R 4N9

CAPE BRETON Steam Railway, 14 miles of steam excursion road located

Jeff Bryer, 581 Elm St. New Haven, Conn. 06511

Strasburg R.R. No. 90, Baldwin 2-10-0, with engineer Linn Moedinger at the throttle and bakehead John Bryer heaving the black diamonds, returns to station after brief run just before railroad day began on a spring day in April, 1974.

Union Pacific's 8444 eases into Salt Lake City station on April 11, 1974, en route to Expo 74 now going on at Spokane, Wash. The popular railfan 4-8-4 was hauling six cars, the first of which, a flatcar just behind the tender, carried the Stars and Stripes, UP and Expo flags, and 13 state flags in UP land.
Stan Jennings, 51 S. 8th East, Salt Lake City, Utah 84102

two miles east of Sydney, Nova Scotia, has just acquired another steam locomotive: British Railways' 4-4-0 No. 926, a School class named *Repton*. She has been leased, with one British coach, from Steamtown at Bellows Falls, Vt. After several modifications are made for her to operate in Canada, she will join 2-6-0 No. 42 on the line. Uniquely, the tracks are a working coal branch of the former Sydney & Louisburg, and diesels still use the right-of-way. Trains leave Victoria Junction daily at 3 and 7 p.m. Also there is Mogul No. 42, on loan from R.C. Tibbetts of Trenton, N.S. He likewise owns several other steamers including a Canadian National 0-6-0 switcher.

THAILAND'S State Railway has brought its steam locomotives back into service because of the increasing cost of diesel fuel oil. Instead of ordering additional diesels, this Oriental country may even decide to buy more steamers. That is what I call good judgment.

DOWN IN TEXAS, the Brownwood City Council has finally determined not to make the town's former Santa Fe steam locomotive, No. 1080, available to pull trains on the convict-built Texas State Railroad's 26-mile line between Palestine and Rusk. (Details on this line were featured by *Railroad Magazine* in May, with photographs.

When the 75-foot engine-tender was retired Feb. 13, 1952, the Santa Fe estimated that during the engine's 50 years of active service, she pulled trains 1.5 million miles.

She now is on static display in Riverside Park at Brownwood.

According to Norman Fisher, editor of the Brownwood *Bulletin*, the engine's metal is rusting, the paint is flaking and peeling off, and the wooden flooring in her cab has rotted away. Steps which once allowed viewers to walk up and look inside the cab also have rotted and fallen. Texas Parks and Wildlife Department officials in charge of rehabilitation of the State Railroad to make it a tourist facility for some time have had their eyes on this old locomotive.

"We would hate to lose old 1080 and the railroad history she represents," says editor Fisher, "but surely pulling a historic train through pretty country is a much better fate for a locomotive called *Brownwood* than rusting away quietly and almost unnoticed near the banks of Pecan Bayou."

The Santa Fe gave the 1080 to Brownwood in 1964. She was named the Fred Gurley in honor of the Santa Fe president, and has slept in Riverside Park only a few months short of 20 years. The old engine sits near the entrance to Riverside Park, surrounded by a tall chain link fence.

WEST GERMAN Federal Railways (DB) have temporarily reprieved 929 coalburning steam locomotives, due to the oil crisis. They had planned to purge the engines by 1975; but the steamers, mostly 2-10-0's, some Mikes and Pacifics, will be kept operable while the uncertainty about oil supplies remain. Meanwhile, the locos are being visited by railfans from far and wide. Last month, you remember, Madeleine de Sinety had a photographic spread of German steamers in this magazine.

BUILT in Austria, an 84-year-old 0-6-0T is now running on a 2½-mile tourist line at the Henry Doorly's Zoo Railroad in Omaha, Nebraska. This oldtimer, No. 395.14, was donated by Losef Theurer of Vienna, president of the Plasser American Co., a subsidiary of Plasser & Theurer, which manufactures railroad equipment. The aged locomotive is said to have been owned for a time by Austria's imperial Hapsburg family, which used her as a toy. During World War II she apparently was taken to Russia, but returned later to Austria. She weighs 28 tons, is 26½ feet long, and weighs 7 tons more than the Zoo Railroad's other engine, which was built in 1968.

UNION PACIFIC'S great steam locomotive 8444 (formerly No. 844) left Omaha, Neb., on April 15th for a run to Spokane, Wash., to take part in Expo '74, now going on in that city. She hauled six cars. The flat behind the tender carried the stars and stripes, the UP flag, the Expo '74 flag, and 13 state flags for the area served by the UP. The 8444 is spending most of the summer on display in Spokane. Recently her smokebox was painted silver rather than the traditional black or graphite gray of regular service days. Silver cylinder-head covers and white paint outlining the sides and top of her "elephant ear" smoke deflectors are other departures from the way she looked in her glory days. When all this hoopla is over and she returns to railfan excursions, I hope the purists and UP public relations men will restore her to the historically accurate graphite gray and glossy black.

New Steam Publications

READING POWER PICTORIAL, by Bert Pennypacker, 320 pages, 8½x 11", hard cover; P&D Carleton, 158 Doretta St., River Vale, N.J. 07675; $20.

Bert is no newcomer to the railbook field, besides having contributed steam feature stories for years to *Railroad*

Two photos from the new book, *World of South American Steam*, reviewed by Mike Eagleson. (Above) A Henschel 2-8-2 nears the summit between Anta and Cuzco at the high elevation of 12,000-feet in picturesque Peruvian Andes Mountains. Both photographs by Roy E. Christian

(Below) A 1913 Baldwin 2-6-2ST, equipped with a cabbage-stack, simmers in the tropic sun at a Piracicaba sugar mill in the state of Sao Paulo in Nov. '72. Also present at the mill were two diminutive 0-4-0+0-4-0 Garrett locomotives.

Magazine. He has exceptional knowledge of Reading steam. This volume is a greatly expanded edition of his soft-cover *Reading Steam Pictorial* that came out ten years ago, with photos and anecdotes not previously available of the diesel power and m-u electric cars operated by this anthracite road. An all-time diesel roster is provided. Not a technical manual, this work mostly consists of hundreds of smoky action shots of steam—the way we like 'em!

PENNSYLVANIA RAILROAD: A Fleet of Modernism, by Edward F. Gardner, 34 pages, 8½x11″, soft cover; published by the author, 22 Garden Ave., Mountain Top, Pa. 18707; $2.50.

If you like the Pennsy and its steam (who doesn't), you'll welcome this new spiral-bound book. Picture of standard Pennsy engines, 1941 train schedules, and consists and ads from the era beckon you to ride the Keystone Road in your easy chair. Scenes of the Blue Ribbon fleet enhance this modest-priced work.

WORLD OF SOUTH AMERICAN STEAM, by Roy Christian and Ken Mills, 136 pages, 8½x11″; available in hard cover at $10.95 or soft cover at $7.95; published by Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

The definitive book on where to go to shoot steam power in South America today. The authors traveled more than a year to uncover such hidden treasures as 1876 Baldwin 4-4-0's to giant 2-10-2's, 4-8-4's, and even Garretts, all hard at work. Each country is well documented with photos and rosters. Train operations and suggested photo spots, plus helpful travel hints, could lead you to a fascinating steam-filled vacation. Over 200 photos and 9 maps further enhance this valuable guide book to find U.S. built 2-6-6-2's, 2-10-4's, and even Shays—in regular service today!

GIL REID is an outstanding painter of railroad scenes. His watercolors and acrylics have adorned many railroad book and magazine covers. By popular request, he has released seven superb full-color lithographs of steam trains on 22x16″ stock with white borders. Featured are a Pennsy K-4, the *Overland Limited,* SAL *Orange Blossom Special,* C&NW Atlantic type locomotive, SP Daylight class on the *Lark,* a T&P 2-10-2, and "Centuries Passing at Night" based on a famous New York Central calender. My own favorites are the NYC Hudson and the Pennsy K-4. Gil's quality reproduction is about the finest I've seen and should be a sellout to art collectors. Available from the artist at $5 each, P.O. Box 251. Brookfield, Wisc. 53005.

Sunny, cold day is perfect ingredient for railfans at Orbisonia, Pa., for East Broad Top "Winter Spectacular" in '73.
George A. Forero, Jr., 474 W. Scott St., Fond du Lac, Wis. 54935

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

United States Steel's Michigan Limestone HH 1000 No. 104 works at Rogers City, Mich., in June, 1971. Vintage of April, 1940, it is one of the last HH's that were built. Note wide, radiator, optional shutters, and fully-rounded lines.
Larry E. White photo, X2200 South

BALTIMORE & Ohio has reopened its original mainline in Maryland between Point of Rocks and Relay, south of Baltimore, on which pioneer railroad history was made. A summer hurricane in 1972 had knocked out this heavy-duty freight route, the only time it was inoperative since it was built around 1830. While it was out of service, B&O used the "Metro" line through Washington, D.C., some 40 miles south. This, of course, meant a long detour for freight going to Baltimore and elsewhere on the East Coast. Now, trains can go either south to Washington and the Potomac Yard or straight across Maryland to Baltimore and Philadelphia.

For a while, B&O considered leaving the line closed permanently, so heavy was the damage, but traffic density over the alternate route through congested D.C. prompted the rebuilding. The first revenue train over the new track was a 98-car freight hauled by GP-40-2 No. 4148. Local newspeople and dignitaries, along with Chessie System brass, rode the loco and the caboose from Ellicott City to Daniels over roadbed which once felt the weight of the *Tom Thumb* and Ross Winans' famous but ugly Camels and, in fact, every other engine built at recently-abandoned Mount Clare Shops in Baltimore. The reopening, April 2nd will long be remembered in such places as Mt. Airy, Woodstock, Ijamsville, and Ilchester. Once more Patapsco Valley hears the whine of turbocharged diesels and the rumble of long merchandise trains.

In other news of the B&O, new commuter trains have been added between the nation's capital and Cumberland, Md., running alongside Amtrak's Potomac Valley service. The great influx of Washington commuters riding to Brunswick and other suburban areas forced B&O to respond quickly. Boiler-equipped GP-7's and 9's power the trains. Among the coaches are museum pieces borrowed from a Baltimore Preservation Society as well as some red-and-white Western Maryland camp cars!

FROM Ian Purkiss, Rte. 1, Williamsport, Pa. 17701, comes news that on April 6th a Penn Central freight derailment at Westport, Pa., damaged Kettle Creek bridge so badly that it delayed all traffic between Buffalo, N.Y., and Harrisburg, Pa., for three weeks. The train was a 106-car coal drag, 14 cars of which jumped the track. Traffic was rerouted through Corning, N.Y.

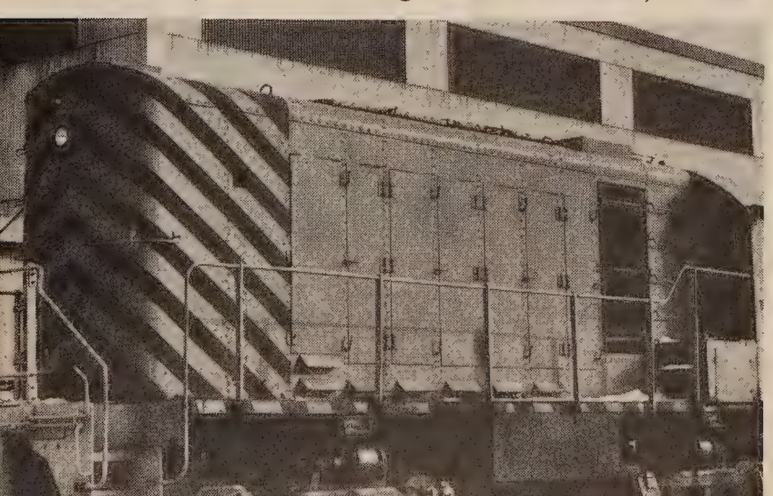
THOMAS B. EBRIGHT, president of Graham County Railroad, Box 377, Robbinsville, N.C., tells us about diesel No. 102, which his road bought from Savannah Docks through dealer George Silcott. Built by GE, serial No. 31725, it replaces Shay 1925 in regular service. The popular old steamer is being used on Bear Creek Scenic Railroad for summer tours. Is this the last steam-to-diesel conversion of a common carrier?

The Graham County became the nation's only all-steam common carrier in 1973 when the Reader Railroad folded up. It carries passengers all year 'round. Mixed service began last March first. Presumably the public rides the ancient caboose. Power on most regular runs is now GE 102, except when that diesel is in the shop. Shay 1925 is the back-up power. The railroad runs between Topton and Robbinsville in the beautiful mountain area of western North Carolina. If you visit the Smokies this summer, ride its mixed train.

CP RAIL ran the first unit wheat train to Vancouver with robot control, on March 2nd. After leaving Lethbridge, Alta., the 82-car, mile-long consist reached its destination with big tank-hoppers, each holding 3000 bushels of grain. This westward move is export business. The control, which utilizes two locos at the head end and two "robot slaves" in the middle, was pioneered on Japan-bound coal unit trains out of Kootenay, B.C.

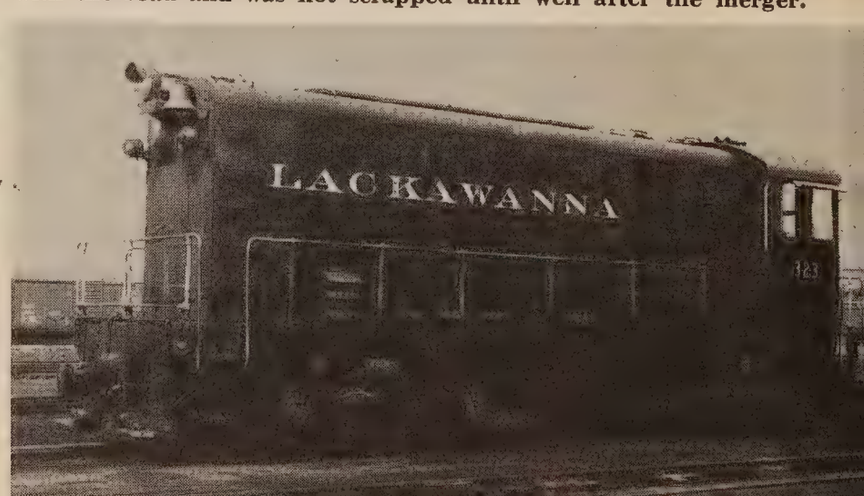
Photograph by Don Dover

Bethlehem Mines 29 was South Buffalo 54, and built in August, 1937. Note the "feather-edge" design introduced by Otto Kuhler. Loco, a classic example of HH-600, is now working at Burns Harbor, Indiana.



Collection of Bert Pennypacker

Lackawanna 323, ex-406, shown at Jersey City, N.J., in March, 1961. The loco built in December, 1933, is an HH-600 with an early flat-end design. It had a long and honorable work record with the road and was not scrapped until well after the merger.



(Left) New Haven 0924, HH-660, built in February, 1940, became the only HH on Penn Central, being renumbered 9411 in 1969, and recently scrapped. She is shown here in Boston, Mass., in original NH colors. (right) New Haven 0915, HH-600 of March, 1938, switching at New Haven, Conn., shown with grand old paint style. She's a "feather-edge" model engine.
Collection of Jim Edmonston

THE FIRST switcher models ever built contribute a lot to the interest in today's models. Relatively few early models are still extant. Some have been preserved. Others you can find in the backyard of industries, still working. One of the most successful—but least recognized—early switchers is the Alco high-hood design of 1931-'40. It is a classic example of strict functionality mixed with a heavy dose of steam-engine tradition.

Alco, of course, had been building steam power since before the Civil War and, in partnership with General Electric, had experience with electric locos as early as 1906. Furthermore, from 1924 to '28 this combination of Alco, GE, and Ingersoll-Rand offered the first standardized line of diesel engines, all box-cabs. Previously, in 1920, Alco bought the McIntosh & Seymour Engine Co., which gave them a source of prime-movers, using General Electric traction and electrical equipment in conjunction with the M&S engines. Thus Alco entered into a period of development and experimentation to produce the familiar switchers known as the S line. Forefathers of this line were the high hoods, which we are looking into this month.

Introduction of the McIntosh & Seymour 531 engine to switching service resulted in Alco demonstrator 600, which became New Haven 0900 after successfully demonstrating on that road in 1931. She carried a six-cylindered M&S 531 that yielded 600 hp. on its two fabricated four-wheel trucks of typical early-GE design, and featured a steam-type cab on the extreme end of the high hood. Brake equipment set under the cab is exposed exactly like that on a steam switcher.

The hood covering the prime mover was shaped like an average loaf of bread, with steeply-sloping sides and a rounded top. No. 0900 was built as a cab-forward engine, unlike the later versions which are long-end front. Behind her cab and in the side of the hood is a large vertical rectangular radiator opening that exposes the radiator cores.

Between the trucks is a square battery box, and along the walkway on the bottom of the hood are five hand-operated air vents. The flat front of the hood (actually, the rear of the unit) has a steam-type headlight mounted on top. A high headlight and a sandbox are set in the center between the access doors on the cab end. 0900 was strictly functional, even ugly, but a pioneer. The New Haven re-engined her before finally scrapping her.

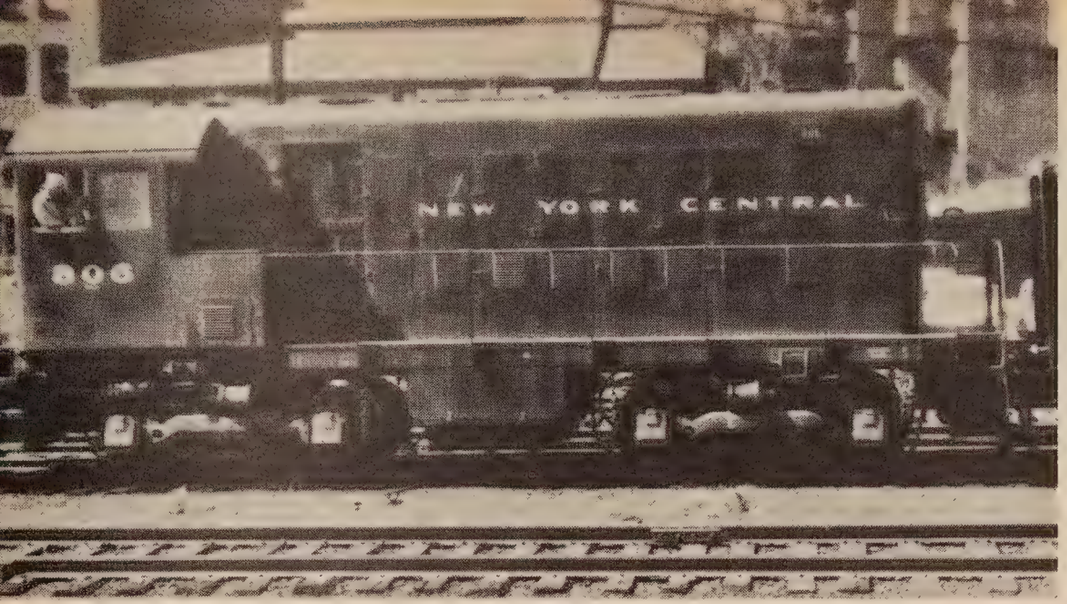
On the success of demo 600, Alco began building what we call the HH-600 model; but did not apply either formal model designations or specification numbers to any such units until the S-1 of 1940. Therefore, the term model HH is used simply as a convenience to identity these units. Alco also built a line of small 300-hp switchers, from 1931 to '35 alongside the standard HH's. The staff of *X2200 South* called them "CoHH's," meaning "Concurrent with HH" production units.

Alco sold engines by weight, as in the case of box-cabs; 50-ton, 60-ton, etc., and by horsepower in the case of the HH. From 1931 to '40 the HH design was offered in four increments of horsepower, both turbocharged and normally aspirated, with either GE or Westinghouse electrical equipment to order. Also with or without multiple unit capability, with cast and welded underframes, and in three distinct hood styles. All units were built with the blunt prototype four-wheel truck. The earliest ones had a fabricated version of it; later units had the standard design found on all Alco switchers until 1950, when the AAR switcher truck was used. The blunt custom design truck was a great factor in Alco's sales. Many HH models overlapped so much from one to another that you can't spot some of them. Note the following major differences:

The 1931-'39 HH-600 continued to be built, although later models were introduced; thus it appears in all three hood styles. The very first HH-600's (Alco demo 601, which became Boston & Maine 1102 and Lehigh Valley 105 and Lackawanna 402-408, featured a very flat head end, which, like the earlier New Haven 0900, was considered the rear of the unit. The same cabs also were like NH 0900, a high-mounted steam-era cab with the brake equipment beneath, although each of the later units had a sheet-metal cover which hid this. There were eight air vents: six along the lower hood and two above the last low one. The bare six-core radiator was the most prominent feature of the otherwise clean hood sides. Three air tanks were slung beneath the battery box between the trucks. A bell hung beside the headlight on the flat end, steam engine style.

This modification was changed in 1934, when Alco hired Otto Kuhler, a famed industrial designer and more recently one of this magazine's *Interesting Railfans*, to "clean up" the appearance of the beast. Kuhler lowered the cab but kept the roofline by giving it the deep curve so familiar on Alco switcher cabs today. The hood roof and sides no longer wrapped over at the top but met in a graceful feather-edge, while the extra-ugly flat end was smoothly rounded at the corners and the headlight recessed. The bell was hung under the frame forward of the battery box. A set of grab-irons, which went up the side of the early flat-ends to give access to the sand fill, was moved to the end of the unit. Thanks to Otto Kuhler, the locomotive looked more finished and graceful.

This configuration lasted until June 1938 when the fully-rounded and final style arrived. The feather-edge juncture of roof and sides was discarded in favor of a complete rounding-off of all corners and especially the top of the hood end. The loco now resembled amazingly the future line of Fairbanks-Morse switchers, still unplanned. Possibly Raymond Loewy, who designed the F-M's



New York Central 806, ex-Boston & Albany 680, built in '39, shown at Boston.
Collection of Jim Edmonston

in 1944, paid tribute to his colleague's earlier design.

A lot of rail modelers today confuse the two locomotives, calling the older Alcos "F-M's." With the rounded-nose style came carbody louvres instead of lifting vents as well as an optional automatic shutter feature over the radiator. Many owners rigged their own radiator protection devices—from roll-up canvas shades to stationary grills,—to removable sheet metal plates. It seems that the Alco automatic shutter feature, which became standard on the S line, was way overdue. Bare radiator cores seem to me to be vulnerable to all types of damage, yet that's how HH's were built

In March 1937 the 531 engine was equipped with a turbocharger, and the HH-900 was born. Birmingham Southern No. 81 and Philadelphia, Bethlehem & New England No. 207, both built in March 1937, became America's first turbocharged diesels. The addition of the turbo required more air, so a larger radiator was needed. This enlarged radiator area provides the only official spotting difference between HH-900 and HH-600. Twenty-one HH-900's were built between 1937 and 1939.

Meanwhile, in 1938, Alco began to upgrade the 531 engine, ultimately arriving at the classic six-cylinder, 740-rpm 539, the prime mover used in Alco switchers from 1940 to 1957. An interim engine, the 538, which Alco did not publicize, led to development of the 539.

In 1939 the HH line of switchers received the new engines with the higher rpm's. The non-turbocharged models were upgraded to 660 hp, while those with the new turbochargers were rated at 1000. Thus were born the HH-660 and HH-1000. Their external appearances are the same as the HH-600 and HH-900, which the new models replaced. Larger radiator area identifies the turbocharged units. Doubtless, earlier units of these models got the "538" engine before the "539" was announced. It is interesting to note the reason for the high hood in the first place. The prime mover placed atop the frame caused the height. On the later S line, the prime mover was slung between the frame members, much as on your automobile. The familiar S line switchers also carried their radiators up front, as the interior layout of the machinery was reversed. On the HH switchers, the main generator and exhaust muffler were ahead of the engine, placing the air intake between the cab and the prime mover. On the S line, this was reversed.

There were two other developments along the way. Fabricated frames began with Birmingham Southern No. 81 in March 1937—except for the experimental frame on Boston & Maine No. 1102, which was 1934 Alco demo 602. All other frames were large steel castings. Steps also changed in 1937, the straight-up ladder style being supplanted by sloping Pullman-style steps.

As you might expect with engines of such vintage, few are still running. A complete roster of both HH's and Co-HH's appeared in the little magazine *X2200 South* for July-August 1972. Using this as a basis, here are the HH's reported to be extant. Because the roster came out two years ago, there are bound to be deletions. If you know of any, please tell me about them. The 1972 roster showed:

American Cast Iron Pipe, Birmingham, Ala. 101, 103 HH-900, stored.
American Grains, Plainview, Texas, no number HH-600.
Bethlehem Steel, Lackawanna, N.Y., 149, 151 HH-600.
Bethlehem Mines, Ebensburg, Pa. 29 HH-600.
Buffalo Creek Company, Buffalo, N.Y., 43 HH-600, stored.
Federal Barge Lines, Birmingham, Ala., 50 HH-900.
Gifford Hill Sand & Gravel, Tangipahoa, Ala. 88 HH-900.
Glacier Sand & Gravel, Steilacoom, Wash., no number HH-660.
United Electric Coal, Canton, Ill. 101 HH-660.
W.A. Smith Construction & Engineering, Waynesburg, Pa., 212 HH-900.
Michigan Limestone, Rogers City, Mich., 103-106 HH-1000.
Portland Terminal (Maine Central), 1004 HH-600.
Railway Equipment Leasing, Joliet, Ill., 602-604, 606 HH-660.
Vulcan Materials, Birmingham, Ala., 4712, HH-1000.
Walla Walla Valley, Walla Walla, Wash., 770-775 HH-660.

This totals 28 units of all four models out of a total of 176 built. Rough industry owns 95 percent of them, making viewing difficult. Those still plugging away show the durability of the first modern high-horsepower end-cab switchers which became so familiar in U.S. railroading.

CUMBRES & TOLTEC SCENIC, operator of steam-powered tourist trains

Australian Commonwealth Rys. loco running light from Kalgoorlie to Parkeston, April '70. Mixed-gage diamond shows CR standard and West Australian 3′6″ rail.

over the old D&RGW three-foot gage between Antonito and Chama, N.M., is now working its diesel power more fully. GE 47-tonner No. 19 (ex-Oahu Railway, from Honolulu) had been used exclusively as a switcher in the Chama yards, but this year is hauling mainline trains from May 25th through August 1st. The reason for this unexpected news is the uncertainty which the fuel shortage has cast over the tourist business.

Clovis Butterworth, passenger agent for C&TS (Box 789, Chama), says diesel-powered trains do not cover the entire railroad but only the most spectacular areas between Cumbres Pass and Sublette. In late summer and fall, the beloved narrow-gage Mikes are expected back on the trains. This news should please both steam and diesel fans. A chance to ride through rugged mountain splendor behind a rare diesel is unique.

THE PLYMOUTH LOCOMOTIVE WORKS, actually the Fate-Root-Heath Division of Banner Industries at Plymouth, Ohio, is not well publicized outside its industrial domain, yet in numbers of locomotives built it approaches EMD as the champ. In business since 1890, Plymouth began building internal-combustion types in 1914 and it still builds custom designs in any gage or size.

According to the Cleveland *Plain Dealer*, that Division of Banner turns out from 60 to 75 locomotives a year, varying in size from 2½ to 120 tons. Most of these units are being exported. Foreign orders are up to 70 percent of the year's business. Banner specializes in types for use in steel mills, mining operations, big sugar plantations, chemical plants, etc. There are end-cabs, center-cabs, and no-cabs. Also four-, six-, and eight-wheelers, rigid-frame and trucked engines, gas, diesel, etc., in all variations. *Diesel Spotter's Guide II* sets the 1971 production of the Plymouth plant at 7000 locos.

Banner acquired Plymouth in 1969 and is now putting out remote-controlled radio locos with torque-converter transmissions. Orders are backed up two years. Each unit is built to customer specifications and takes up to six months to complete. Prices vary from $2,000 to $2,500 per ton. The company began building diesel power as early as 1927, although most of its production stayed with gasoline. Plymouths built before the late 1950s featured a huge cab, a square hood, and steam-engine type stack, domes, and bells. Most of them were four- or six-wheelers on rigid frames, each weighing about 25 tons and producing 150 to 175 hp.

In contrast, today's units are functionally streamlined, although you can't characterize them, as all are custom-built. A recent delivery was a 45-tonner, equipped with a 10,000-pound torque converter, which went to Fiber Industries of East Darlington, S.C. Plymouth's largest locomotives to date are two 120-tonners both 36"-gage engines for Jones & Laughlin Steel Co. of Aliquippa, Pa.

ALAN THOMAS, RFD 1, Campton, N.H. 03223, finds that the Canadian National RSC-24's we'd been discussing still operate out of Bridgewater, Nova Scotia, and run to Bridgetown on Monday, Wednesday, and Friday and to Caledonia on Thursday. Layovers are spent in the house at Middletown. Two units are normally used on the trains, while the third works around Bridgewater. Alan says the Halifax-Yarmouth line is still Morse-dispatched, with open stations about 30 miles apart. Also, the Dominion Atlantic is still operating a bona-fide mixed train between Truro and Windsor. So there are plenty of reasons for railfans to visit Nova Scotia.

CANADIAN news from good-source Bruce Chapman finds MLW-Worthington flushed with export orders. Thirty units for $14.5 million will go to Iraq, 30 more 2400-hp units for Cuba at $15 million, and 15 for F.C. del Pacifico (in Mexico) at $5 million. MLW also is rebuilding the two Napierville Junction Railroad units which I mentioned in previous issues.

Deliveries to Canadian National on the big order for 105 GP-40-2's with the new wide cab are under way, the first arrivals being 9400 to 9405.

CNR are building 18 miles of track to connect the two mainlines in eastern New England.

F-3 9003 has been repaired and is back on the road. Canadian National has fantrip plans, too. They will run Alco FA's to Rouses Point, N.Y., then Delaware & Hudson Alco PA's to Whitehall, N.Y., besides plans to run steamer 6060 from Toronto to Winnipeg via Chicago, and return; likewise Montreal to Toronto via Ottawa and Napanee.

Ontario Northland has ordered four GP-38-2's from Canadian GMD, to be numbered 1800-1803. Former ONT FP-7A No. 1513 has shown up on GO Transit as a control car, similar to those Long Island FA control cars.

Canadian Pacific has ordered another fifty SD-40-2's from GMD. It will run more tests on GP-40-2's and will build 15 more robots from scratch at its Angus Shops. An engineer and head brakeman were killed at Spence's Bridge, B.C., when an empty coal train with M-630 No. 4552 and SD-40-2 No. 5602 hit a rockslide and fell about 100 feet onto the Trans-Canada Highway. The 5602 landed on top of the other locomotive. Also in western Canada, the new SD-40-2's are planned for use, threatening continuance of the old F-M (CLC) power.

British Columbia Ry. may try to repair its fire-damaged Budd RDC 31, now in the backshop.

APRIL issue of *Pacific News* has fine articles on the dedication of the Black Mesa & Lake Powell automated electric railway, the return of the San Joaquin in Amtrak colors, and Morrison-Knudsen's role as an engine rebuilder. But the eye-catcher is a little note to the effect that EMD is building electrics. Sure enough, two EMD experimental units should be rolling on Penn Central in 1975. The first, 6000-hp, will be on two three-axle trucks (C-C) and the second, 10,000 hp, will be on three two-axle trucks (B-B-B). *Shades of the 1951 Westinghouse rectifiers!.*

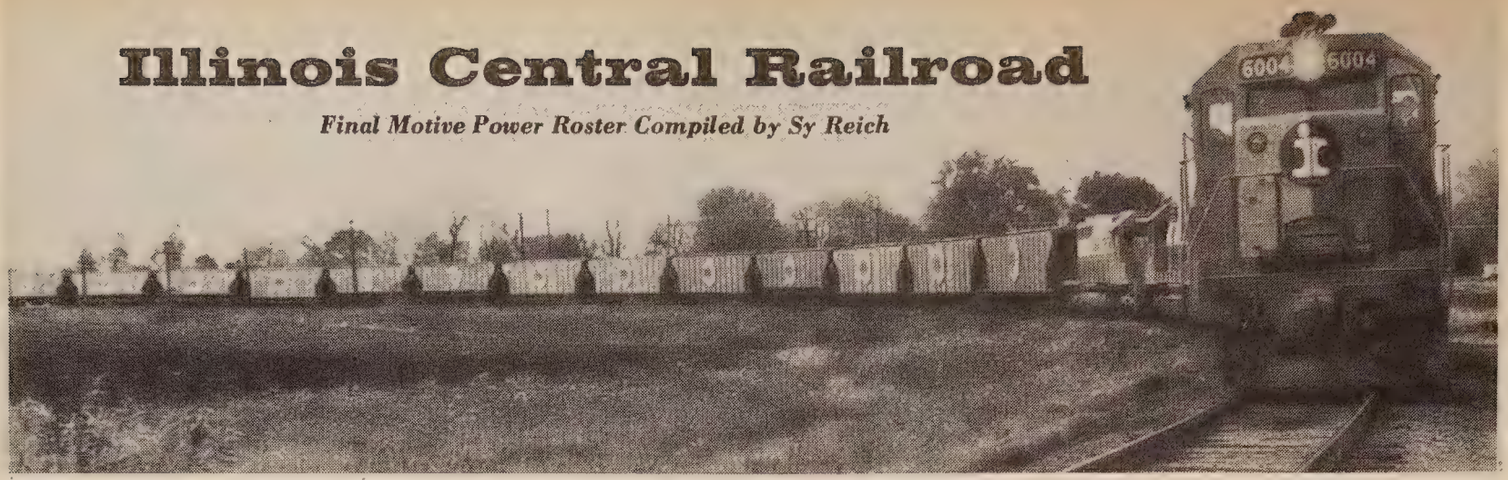
CONTINUE SENDING diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240.

Collection of Jim Edmonston

Erie motive power officials were fond of Alco power. Shown in this Jersey City, N.J., lash-up scene are Alco-GE-IR 60-ton, 300-hp boxcab 19 of 1926, and HH-660 No. 305 of '39 vintage, later EL 305 before sent to scrap track.

Illinois Central Railroad

Final Motive Power Roster Compiled by Sy Reich



Illinois Central 6004 with 115 cars of export corn aboard a Rent-a-Train at Gillman, Ill., bound for Baton Rouge, La.
Three photographs from Illinois Central files

RR Class	IC Numbers	IC Gulf Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
BU1	BU1	BU1	——	GM-EMC	SW1	B-B	62,115	?	1939	1,R
SW1R	13	13	1000	GM-EMD	SW1	B-B	53,875	215,550	1946	1,R
——	200 (1st)	——	380	GE	44-ton	B-B	22,000	88,000	1947	5
SW7R	200 (2nd)	200	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	2,R
SW9R	236	236	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	3,R
SW7R	325	325	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4,R
SW9R	379	379	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	4,R
——	400 (1st)	——	380	GE	44-ton	B-B	22,000	88,000	1947	5
SW7	400 (2nd); 401-409	400-409	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4
SW7	410-429	410-418, ——,420-424,——, 426-429	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4
SW9	430-464	430-431, ——,433-434,——, 436-445, ——,——, 448,——, 450-464	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4
SW9	465-484	465,——, 467-478, ——,480-484	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	4
SW1	600-605	——,601, ——,603, ——,——	600	GM-EMC	SW1	B-B	50,250	201,000	1939-40	1
SW1	606-615	606-608, ——,—— 611,——, 613,——, 615	600	GM-EMD	SW1	B-B	49,000	196,000	1946	1
SW1	616-617	——,617	600	GM-EMD	SW1	B-B	49,000	196,000	1951	1
——	701	——	1500	Alco-GE	RS-2	B-B	62,125	248,500	1949	6
——	702-703	——	1500	Alco-GE	RS-2	B-B	61,625	246 500	1947	7
SW8	800-801	800-801	800	GM-EMD	SW8	B-B	57,500	230,000	1952	8
SW8	802	802	800	GM-EMD	SW8	B-B	57,500	230,000	1953	9
NW2	1000	1000	1000	GM-EMC	NW2	B-B	62,500	250,000	1939	10
NW2	1001	1001	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	10
NW2	1002	1002	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	10
NW2	1003-1006	1003-1005, ——	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	10
NW2	1007-1016	1007-1008, ——,1010-1016	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	10
TR	1026A,B-1027A,B	——	2000	GM-EMD	TR	(B-B)X(B-B)	123,500	494,000	1940	11
TR2	1028A,B	——	2000	GM-EMD	TR2	(B-B)X(B-B)	123,500	494,000	1945	12
TR2	1029A,B-1030A,B	1029A,B, ——	2000	GM-EMD	TR2	(B-B)X(B-B)	123,500	494,000	1949	12
NW2	1075	1075	1000	GM-EMD	TR A	B-B	52,000	248,000	1940	13
C636	1100-1105	1100-1105	3600	Alco Pr.	DL-636	C-C	97,750	391,000	1968	
SW7	1200-1209	——,1201-1209	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	2
SW7	1210-1219	1210-1216, ——,1218-1219	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	2
SW9	1220-1234	——,1221-1223,——, 1225-1234	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	2
NW2	1235	1235	1000	GM-EMD	TR B	B-B	62,000	248,000	1940	13
SW9	1237-1243	1237-1243	1200	GM-EMD	SW9	B-B	62,000	248,000	1953	14
SW9	1244-1245	1244-1245	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4,R
SW9	1246	1246	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4,R
SW9	1247-1248	1247-1248	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4,R
SW9	1249	1249	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4,R
SW9	1250	1250	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4,R
SW13	1300	1300	1300	GM-EMD	TR A	B-B	63,000	252,000	1940	11,R
SW13	1301	1301	1300	GM-EMD	NW2	B-B	62,125	249,500	1945	10,R
SW13	1302	1302	1300	GM-EMD	TR A	B-B	61,750	249,500	1940	11,R
SW13	1300B-1301B	1300B-1301B	1300	GM-EMD	TR B	B-B	62,375	249,500	1940	11,R
——	1350A,B-1351A,B	——	2700	GM-EMD	TR1	(B-B)X(B-B)	108,000	423,000	1941	15
E8A	2021-2022	2021-2022	2250	GM-EMD	E8A	A1A-A1A	55,625	220,500	1952	16,R
E8A	2024	2024	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1953	16,R
E9A	2036-2040	2036-2040	2400	GM-EMD	E9A	A1A-A1A	54,125	216,500	1955	18
E8B	2100	2100	2400	GM-EMD	E8B	A1A-A1A	53,875	215,500	1952	16,R
GP40	3000-3039	3000-3039	3000	GM-EMD	GP40	B-B	62,125	260,500	1966	
GP40	3040-3059	3040-3056, ——,3058-3059	3000	GM-EMD	GP40	B-B	62,125	260,500	1967	17
GP40A	3060-3069	3060-3069	3000	GM-EMD	GP40	B-B	69,500	278,000	1969	

RR Class	IC Numbers	IC Gulf Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
GP40A	3070-3074	3070-3074	3000	GM-EMD	GP40	B-B	69,500	278,000	1970	
?	3075	3075	3000	GM-EMD	GP40	B-B	?	278,000	1965	17
E6A	4000A	——	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1940	16
E6A	4001A,B 4002A,B	——	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1941	16
E6A	4000 (1st)	——	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1940	16
E7A	4000 (2nd)	——	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1947	16
E6A	4001-4003; 4004 (1st)	4001,——, ——,——	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1941	16
E7A	4004 (2nd)	——	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1947	16
E7A	4005-4015	——	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1946	16
E7A	4016-4017	4016,——	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1948	16
E8A	4018-4021	4018,——, 4020-4021	2250	GM-EMD	E8A	A1A-A1A	54,375	217,500	1950	16
E8A	4022-4025	4022-4024, ——	2250	GM-EMD	E8A	A1A-A1A	55,625	222,500	1951	16
E8A	4026-4031	——,4027-4028,——, ——,4031	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1952	16
E8A	4032-4033	——,4033	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1953	16
E9A	4034-4035	4034-4035	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	16
E9A	4036	4036	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	16
E9A	4037-4038	4037-4038	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956	16
E9A	4039-4040	4039-4040	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956-7	16
E9A	4041-4042	4041-4042	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956-8	16
E9A	4043	4043	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1961	16
E7B	4100-4102	——	2000	GM-EMD	E7B	A1A-A1A	52,125	208,500	1946	16
E7B	4103	——	2000	GM-EMD	E7B	A1A-A1A	52,125	208,500	1948	16
E8B	4104-4105	——,4105	2250	GM-EMD	E8B	A1A-A1A	53,875	215,500	1952	16
E9B	4106-4107	4106-4107	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1956	16
E9B	4108-4109	4108-4109	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1957	16
U30B	5000-5005	5000-5005	3000	GE	U30B	B-B	67,750	271,000	1967	
U33C	5050-5059	5050-5054, ——,5056-5059	3300	GE	U33C	C-C	96,500	386,000	1968	19
SD40	6000-6005	6000-6005	3000	GM-EMD	SD40	C-C	96,250	385,000	1968	
SD40A	6006-6018	6006-6018	3000	GM-EMD	SD40	C-C	104,250	417,000	1969	
SD40A	6019-6023	6019-6023	3000	GM-EMD	SD40	C-C	104,250	417,000	1970	
SD45	7000	7000	3600	GM-EMD	SD45	C-C	98,915	395,660	1965	20
GP8	7851	7851	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	21,R
GP8	7901	7901	1600	GM-EMD	GP7	B-B	61,625	252,000	1951	21,R
GP8	7904	7904	1600	GM-EMD	GP7	B-B	63,000	252,000	1953	21,R
GP8	7909	7909	1600	GM-EMD	GP7	B-B	63,000	252,000	1953	21,R
GP8	7950	7950	1600	GM-EMD	GP7	B-B	61,625	246,500	1950	21,R
GP8	7955,7957	7955,7957	1600	GM-EMD	GP7	B-B	63,000	246,500	1952	21,R
GP8	7960-7961, 7964,7966	7960-7961, 7964,7966	1600	GM-EMD	GP7	B-B	62,875	246,500	1953	21,R
GP8	7968-7969, 7971-7972, 7974,7976, 7978-7979, 7981	7968-7969, 7971-7972, 7974,7976, 7978-7979, 7981	1600	GM-EMD	GP7	B-B	61,625	246,500	1953	21,R
GP8	7982	7982	1600	GM-EMD	GP7	B-B	61,625	246,500	1951	21,R
GP8	7983	7983	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	21,R
GP10	8001,8003-8004,8009, 8012,8014, 8019,8022-8023,8025, 8030-8036, 8038-8041	8001,8003-8004,8009, 8012,8014, 8019,8022-8023,8025, 8030-8036, 8038-8041	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	21,R
GP10	8044-8045, 8047	8044-8045, 8047	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	21,R
GP10	8051-8052, 8055-8056, 8058-8060, 8063-8066	8051-8052, 8055,8056, 8058-8060, 8063-8066	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	21,R
GP10	8068-8073, 8075-8079, 8081-8084, 8087,8093-8094,8096, 8100-8102	8068-8073, 8075,8079, 8081-8084, 8087,8093-8094,8096, 8100-8102	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	21,R
GP10	8106-8107, 8109,8111-8115	8106-8107, 8109,8111-8115	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	21, 25,R
GP10	8121,8133-8134,8139-8140,8142-8143,8148, 8150,8158-8161,8163, 8165-8167, 8169-8171, 8175,8177, 8179,8181, 8184,8187	8121,8133-8134,8139-8140,8142-8143,8148, 8150,8158-8161,8163, 8165-8167, 8169-8171, 8175,8177, 8179,8181, 8184,8187	1850	GM-EMD	GP9	B-B	61,625	246,500	1955-6	21,R
GP10	8188,8190-8197,8199	8188,8190-8197,8199	1850	GM-EMD	GP9	B-B	61,625	246,500	1956-7	21,R
GP10	8210-8213, 8215	8210-8213, 8215	1850	GM-EMD	GP9	B-B	61,625	256,000	1957	21,R
GP10	8222-8228, 8230,8233-8236,8247-8248,8250, 8254,8256	8222-8228, 8230,8233-8236,8247-8248,8250, 8254,8256	1850	GM-EMD	GP9	B-B	61,625	246,500	1957	21,R
GP10	8258	8258	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	21, 22,R
GP10	8259	8259	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	21,
GP10	8260	8260	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	21, 22,R
GP10	8266	8266	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	21, 22,R
GP10	8267	8267	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	21, 23,R
GP10	8268	8268	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	21, 23,R
GP10	8269	8269	1850	GM-EMD	GP7	B-B	63,000	252,000	1953	21, 22,R
GP10	8270	8270	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	21, 23,R
GP10	8306,8318,	8306,8318,	1850	GM-EMD	GP9	B-B	61,625	246,500	1957-8	21,R

RR Class	IC Numbers	IC Gulf Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
	8321-8322, 8328,8332, 8347-8348, 8362	8321,8322, 8328,8332, 8347-8348, 8362								
GP10	8392	8392	1850	GM-EMD	GP9	B-B	61,625	246,500	1958	21,R
GP7	8800	8800	1500	GM-EMD	GP7	B-B	63,000	252,000	1952	
GP7	8801	——	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	24
GP7	8850-8851	8850-8851	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
GP7	8900	8900	1500	GM-EMD	GP7	B-B	63,000	252,000	1950	
GP7	8901	8901	1500	GM-EMD	GP7	B-B	63,000	252,000	1951	
GP7	8902-8905	8902-8903, ——,8905	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	21
GP7	8906-8911	8906-8907, ——,——, 8910-8911	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	21,25
GP7	8950	——	1500	GM-EMD	GP7	B-B	61,375	245,500	1950	21
GP7	8951-8952	——,8952	1500	GM-EMD	GP7	B-B	61,375	245,500	1951	26
GP7	8953-8957	8953-8954, ——,——, ——	1500	GM-EMD	GP7	B-B	61,375	245,500	1952	21,24
GP7	8958-8967	——,——, ——,——, 8962-8963, ——,8965, ——,8967	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	21,22, 25
GP7	8968-8981	——	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	21,22, 24,27
GP7	8982	——	1500	GM-EMD	GP7	B-B	61,625	246,500	1951	21,28
GP7	8983	——	1500	GM-EMD	GP7	B-B	61,625	246,500	1952	21,28
——	9000 (1st)	——	600	GEIR	——	B-B	54,000	216,000	1929	29
——	9001-9005 (1st)	——	600	GEIR	——	B-B	54,000	216,000	1929-30	29
——	9006-9013 (1st)	——	600	Alco	HH 600	B-B	50,600	202,400	1935	29
SW1	9014-9020 (1st)	——	600	GM-EMC	SW1	B-B	50,250	201,000	1939-40	1
SW1	9021-9030 (1st)	——	600	GM-EMD	SW1	B-B	49,000	196,000	1946	1
SW1	9031-9032 (1st)	——	600	GM-EMD	SW1	B-B	49,000	196,000	1951	1
NW2	9150 (1st)	——	1000	GM-EMC	NW2	B-B	62,500	250,000	1939	10
NW2	9151 (1st)	——	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	10
NW2	9152 (1st)	——	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	10
NW2	9153-9156 (1st)	——	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	10
NW2	9157-9166 (1st)	——	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	10
GP9	9000-9032 (2nd); 9033-9041	9000,——, 9002,——, ——,9005-9008,——, 9010-9011, ——,9013, ——,9015-9018,——, 9020-9021, ——,——, 9024,——, 9026-9029, ——,——, ——,——, ——,——, ——,9037, ——,——	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	21
GP9	9042-9047	9042-9043, ——,——, 9046,——	1750	GM-EMD	GP9	B-B	64,000	256,000	1954	21
GP9	9048-9067	9048-9050, ——,——, 9053-9054, ——,——, 9057,——, ——,——, 9061-9062, ——,——, ——,——, 9067	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	21
GP9	9068-9102	——,——, ——,——, ——,——, 9074,——, ——,—— ——,——, 9080,——, ——,——, ——,9085-9086,——, 9088-9092, ——,——, 9095,——, 9097-9099, ——,——, ——	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	21
GP9	9103-9117	9103-9105, ——,——, 9108-9110, ——,——, ——,——, ——,9116-9117	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	21
GP9	9118-9149; 9150-9166 (2nd) 9167-9187	9118-9120, ——,9122-9132,——, ——,9135-9138,——, ——,9141, ——,——, 9144-9147, ——,9149, ——,9151-9157,——, ——,——, ——,9162, ——,9164, ——,——, ——,9168, ——,——, ——,9172-	1750	GM-EMD	GP9	B-B	61,625	246,500	1955-6	21,25

IC's *Panama Limited* crosses Pass Manche north of New Orleans as Cajun fisherman holds up a big catfish caught in Pass.

RR Class	IC Numbers	IC Gulf Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
GP9	9188-9199	9174,——, 9176,——, 9178,——, 9180,——, 9182-9183, ——,9185-9186,—— ——,9189, ——,——, ——,——, ——,——, ——,——, 9198,——	1750	GM-EMD	GP9	B-B	61,625	246,500	1956-7	21,25
——	9200 (1st)	——	1800	GEIR	——	C-C	86,500	346,000	1936	29
——	9201 (1st)	——	1800	GM-EMC	T	B-B-B-B	81,000	324,000	1936	30
——	9201 (2nd)	——	2000	GEBS	——	C-C	85,500	342,000	1936	30
——	9202 (1st)	——	2000	GEBS	——	C-C	85,500	342,000	1936	30
——	9202 (2nd)	——	1800	GM--EMC	T	B-B-B-B	81,000	324,000	1936	30
TR	9203A,B-9204A,B	——	2000	GM-EMD	TR	(B-B)X(B-B)	123,500	494,000	1940	11
TR	9205A,B	——	2000	GM-EMD	TR	(B-B)X(B-B)	123,500	494,000	1940	13
TR2	9206A,B	——	2000	GM-EMD	TR2	(B-B)X(B-B)	123,500	494,000	1945	12
TR2	9207A,B-9208A,B	——	2000	GM-EMD	TR2	(B-B)X(B-B)	123,500	494,000	1949	12
TR1	9250A,B-9251A,B	——	2700	GM-EMD	TR1	(B-B)X(B-B)	108,000	432,000	1941	15
GP9	9200 (2nd); 9201-9202 (3rd); 9203-9219	9200-9209, ——,——, ——,——, 9214,——, 9216-9217, ——,9219	1750	GM-EMD	GP9	B-B	64,000	256,000	1957	21,25
GP9	9220-9257	9220-9221, ——,——, ——,——, ——,——, ——,9229, ——,9231-9232,——, ——,——, ——,9237-9246,——, ——,9249, ——,9254-9253,——, 9255,——, 9257	1750	GM-EMD	GP9	B-B	61,625	246,500	1957	21
——	9275	——	380	GE	44 ton	B-B	22,000	88,000	1947	5
SW7	9300-9309 (1st)	——	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	2
SW7	9310-9319 (1st)	——	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	2
SW9	9320-9334 (1st)	——	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	2

RR Class	IC Numbers	IC Gulf Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
NW2	9335 (1st)	——	1000	GM-EMD	TR A	B-B	62,000	248,000	1940	13
NW2	9375 (1st)	——	1200	GM-EMD	TR B	B-B	62,000	248,000	1940	13
GP9	9300-9335 (2nd); 9336-9369	9300-9305, ——, ——, 9315, ——, 9317, ——, 9319, ——, ——, 9323-9327, ——, 9329-9330, 9331, ——, 9333-9335, ——, 9337-9346, ——, ——, 9349-9361, ——, 9363-9369	1750	GM-EMD	GP9	B-B	61,500	246,500	1957-8	21,25
GP9	9370-9374; 9375 (2nd); 9376-9389	9370-9389	1750	GM-EMD	GP9	B-B	61,500	246,000	1958-9	
SW7	9400-9409 (1st)	——	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4
SW7	9410-9429 (1st)	——	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	4
SW9	9430-9441 (1st); 9442-9464	——	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	4
	9465-9484	——	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	4
SW9	9400-9414 (2nd)	9400-9414	1800	GM-EMD	GP18	B-B	61,500	246,000	1960	
GP18	9415-9428 (2nd)	9415-9428	1800	GM-EMD	GP18	B-B	61,500	246,000	1963	
GP28	9429-9440 (2nd)	9429-9440	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	
GP28	9441 (2nd)	9441	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	31
GP38	9500-9519	9500-9519	2000	GM-EMD	GP38	B-B	65,250	261,000	1970	

Illinois Central Notes

Roster is based on data from ICG's gen. supt. motive power, CRI&P's executive assistant, the LE, C&BL's chief mechanical officer, Island Terminal, GM-EMD, M&B's master mechanic, Olin Matheson, Precision National's traffic mgr., and C&I's master mechanic. It is accurate as of the date of merger of the IC into the Illinois Central Gulf.

Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GEIR, General Electric Co.-Ingersoll Rand Co.; Alco, American Locomotive Co.; GEBS, General Electric Co.-Busch Sulzer. Tractive effort is given in pounds; weight is weight on drivers, also in pounds.

(R) Rebuilt by Illinois Central.

(1) 9014-9016 (1st), 9018-9032 (1st) renumbered 600-617. 9017 (1st) converted to booster unit BU-1. Nos. 600, 602, 604, 609-610 sold to Precision Engineering, renumbered 600, 602, 604, 609-610 (5/69); then sold to Chicago, Rock Island & Pacific, renumbered 4800-4804 (12/69). No. 605 sold to Birmingham Rail & Locomotive, then to U.S. Pipe & Foundry, renumbered 46. No. 612 rebuilt to 13. No. 614 sold to Louisiana Eastern, renumbered 614. No. 616 sold to Olin Matheson, renumbered 616 (2/65).

(2) 9300-9334 (1st) renumbered 1200-1234. No. 1200 rebuilt, renumbered 200. No. 1217 sold to Precision Engineering, then to Cambria & Indiana, renumbered 45 (6/27/69). No. 1220 s no longer on the roster. 1224 was retired (5/68).

(3) 236 was originally Louisiana Midland 10, then IC 236 (1967).

(4) 9400-9441 (1st), 9442-9484 were renumbered 400-484. No. 425, 479 rebuilt, renumbered 325, 379 (1967). Nos. 446, 432, 419, 449, 435, 466, 447 rebuilt, renumbered 1244-1250 (1969-70).

(5) 9275 renumbered 400 (1st), then 200 (1st), then sold to Ormet Corp., renumbered Burnside Bulk Terminal 110.

(6) 701 was originally St. Louis & Belleville Electric 700, then Peabody Short Line 701, then IC 701, then traded to GM-EMD for GP40's (1967).

(7) 702-703 were originally Union Railroad 602-603; then PSL 702-703; then IC 702-703; then traded to GM-EMD for GP40's (1967). Both were upgraded to 1600 hp.

(8) 800-801 were originally Tremont & Gulf 75, 77; then IC 800-801 (8/1/59).

(9) 802 was originally South Shore 12, then Louisiana Midland 12, then IC 802 (4/67).

(10) 9150-9166 (1st) were renumbered 1000-1016. No. 1006 sold to GM-EMD, then to Precision Engineering (5/69), then to Conemaugh & Black Lick, renumbered 125. No. 1009 rebuilt to 1301 (1971).

(11) 9203A,B-9204A,B were renumbered 1026A,B-1027A,B (1956); then rebuilt, renumbered 1300, 1300B 1302, 1301B (1971, 1972, 7972, 1972).

(12) 9206A,B-9208A,B were renumbered 1028A,B-1030A,B (1956). 1028A,B, 1030A,B sold to GM-EMD in trade for GP40's (1967). GM-EMD rebuilt 1029A,B.

(13) 9205A rebuilt as a single unit by GM-EMD, renumbered 9335 (1st) (1954), then 1075 (1957). GM-EMD rebuilt 9205B as a single unit, converted from 1000 hp to 1200 hp, renumbered 9375 (1st) (1954), then 1235 (1957).

(14) 1237-1243 were originally Mississippi Central 201-203, 205-207, 209; then IC 1237-1243 (1967). No. 1243 was rebuilt (1972). MC 210 was leased to the Chicago, West Pullman & Southern as their 51, then sold to CWP&S, renumbered 51 (3/18/74).

(15) 9250A,B-9251A,B were renumbered 1350A,B-1351A,B (1956), then traded to GM-EMD for GP40's (1967).

(16) 4000A renumbered 4000 (1st). Destroyed in a wreck (1947). Nos. 4001-4003; 4004 (1st) were renumbered 4001A,B-4002A,B (1942); then renumbered 4001-4003; 4004 (1st) (1946). No. 4004 (1st) was traded to GM-EMD for 4036. No. 4000 (2nd) was renumbered 4004 (2nd) (1954), Nos. 4002, 4005, 4008, 4010-4011, 4013-4014, 4100-4103 were traded to GM-EMD for 4037-4043, 4106-4109. No. 4030 rebuilt to 2022. Nos. 4004 (2nd), 4006-4007, 4009, 4012 sold to Precision Engineering (1969). Nos. 4029-4030, 4032, 4104 rebuilt, renumbered 2021-2022, 2024, 2100 (1969, 1967, 1968, 1968). Nos. 2022, 4003, 4015, 4017, 4019, 4025, 4026 scrapped (1969, '71, '69, '71, '70, '71, '71 respectively).

(17) 3057 wrecked and rebuilt by GM-EMD (1/70), reclassed GP40A. No. 3075 was originally GM-EMD 433A, then IC 3075 (11/70).

.18) 2036-2040 were originally Florida East Coast 1031-1035, then Precision National 1031-1035, then IC 2036-2040.

(19) 5055 wrecked and scrapped (9/69).

(20) 7000 was originally GM-EMD demonstrator 4351, then IC 7000 (1/71).

(21) These units rebuilt and renumbered by subtracting 1000 from their original numbers. The following units have non-standard horsepower ratings: 1850: 7957, 7964, 7966, 7971, 7981; 1500: 7960-7961; 1750: 8038, 8052; 1800: 8107.

(22) 8975, 8959, 8977, 8973, 8801 renumbered 8258-8260, 8266, 8269.

(23) 8267-8268, 8270, 9391 were originally Southern Pacific 5700, 5801, 5683, 5656; then SP 3532, 3664, 3516, 3489; then IC 8267-8268, 8270, 9391.

(24) 8801, 8956, 8973 are no longer on the roster.

(25) These units were scrapped: 8908, 8958, 8109, 9166 (2nd), 9218, 9320, 9336 (7/69); 9192 (1/69).

(26) 8951 sold to Meridian & Bigbee, renumbered 103 (12/64).

(27) 8970, 8980 rebuilt and renumbered 7976, 7978.

(28) 8982-8983 were originally Detroit Toledo & Ironton 950, 955; then IC 8982-8983.

(29) 9000-9005 (1st) scrapped (9/50, 6/50 10/50, 9/50, 6/50, 6/50 respectively). 9006-9013 (1st) scrapped (8/51, 12/51, 6/51, 1/51, 1/51, 12/51, 12/51, 4/51 respectively). 9200 (1st) scrapped (6/47).

(30) 9201 (1st) renumbered 9202 (2nd), then scrapped (8/50). No. 9202 (1st) renumbered 9201 (2nd), then scrapped (5/47).

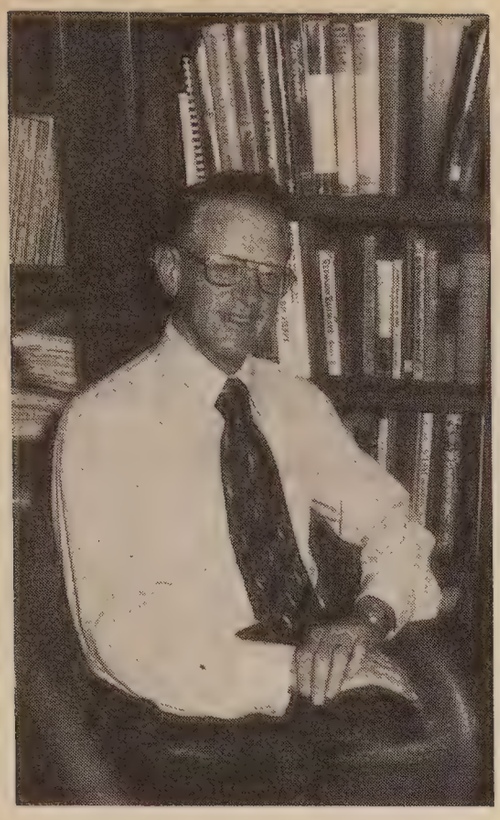
(31) 9441 was originally MC 211, then IC 9441 (4/67).

Roster Corrections

Our printer failed to make some corrections to our Mississippi Short Lines roster (May '74) issue No note applies to Mississippi Export 60. Note 15 applies to ME 61.

George R. Silcott sends additional data for our Michigan Short Lines roster (March '74). Note 52 should read: WT 1 was originally Michigan Alkali Chemical Co. 1, then WT 1, then George R. Silcott 1, then Cargill 1. New note 53 should read: CR 100-101 were sold to McHugh Brothers Equipment Rentals through George R. Silcott for use on the New Hope & Ivyland as their 100-101.—Sy Reich

Engineer Ole Olsen and fireman Chick Johnson, comics, argue over train orders, separated by huge birthday cake at Chicago on May 3, '52, marking 10th anniversary of Illinois Central's *Panama Limited* on Chicago to New Orleans, La., run.



Guy L. Dunscomb at his home.

INTERESTING RAILFANS No. 139

GUY L. DUNSCOMB

by FREEMAN HUBBARD

JUST AFTER the end of World War II, a second lieutenant defying a pompous colonel made a dramatic scene aboard a troop train roaring eastward from Vancouver barracks in the State of Washington, across the Columbia River from Portland, Oregon. The junior officer was Guy L. Dunscomb, who, due to his Southern Pacific background, was in a pool of troop-train commanders. As such, he took nine cross-country trips shepherding war-weary GIs home from the Pacific theater. Regardless of his actual Army rank, a troop-train commander had full charge of all military personnel on his train. Two men were assigned to each lower berth and one to each upper berth in the rooms as well as in the sections, and every available space was occupied.

"On one trip, when we had 21 sleeping cars," Guy recalls, "a blustering colonel who had sat out the war on a cushy job in Honolulu demanded that I move the combat GIs from all beds in a certain bedroom and double them up with fellows in upper berths so that he, as the highest ranking officer aboard the train, could have a bedroom to himself.

"At first, in deference to his rank, I used tact in refusing to do so. I said the Transportation Department at Vancouver had assigned quarters to him and everyone else on board and I wasn't making any changes. An argument ensued. The colonel threatened me with court-martial and asked me for my name, rank, and serial number and the same information on my C.O. in the Vancouver barracks. I jotted them down on a slip of paper in the rocking, jolting car, handed it to him, and said: 'Do as you like about the court-martial, but quit bothering the men'. He glared at me, and that closed the incident. My C.O. did not send me a telegram en route, nor was there a court-martial later on. Deep down inside, I felt good at having told off a brass hat and gotten away with it. This event delighted the non-coms and GIs under my care."

Guy was then thirty. His life had begun in Chicago on May 24, 1915, as an only child. His father, who previously worked a short time for the Pacific Electric Railroad, left an insurance-agency job in 1919 to move the little family to California and enter the ranching business. By managing an orange grove that adjoined the Visalia Electric tracks, the senior Dunscomb set the stage for Guy eventually to become a railfan.

Their ranch house was primitive. About one-fifth of its 500 acres of land grew oranges, lemons, grapefruit, and grapes, with a small patch of additional fruit trees; so the family diet did not lack vitamin C. The other 400 acres were hilly, oak-studded, and bright with wildflowers. There was no livestock.

Denver & Rio Grande Western train No. 116, eastbound *San Juan*, ringed by deep snow at Cumbres summit on May 6, 1942.

Guy's pleasure in watching Visalia Electric cars pass his home faded in about 1923 when the VE abandoned passenger service. But for a few weeks in 1924 the Southern Pacific ran steam trains between Exeter and Lemon Cove because a long dry spell had left too little water to generate power for the VE electric engines. This excited the lad. Had he been taking pictures in those days, he would have made some rare shots.

Meanwhile, his father had been appointed a justice of the peace and was dispensing his stern version of the law from an office, ten feet square, in a ramshackle barn which also served the local stage company as headquarters. This barn faced the electric line's Lemon Cove depot. The town itself, with about 200 population, was the center of a citrus and grape community. There, in a general store in December, 1929, Guy saw his first copy of our magazine, then called *Railroad Man's Magazine*, which his mother bought for him. Reading it made him a confirmed railfan. Today his book shelves hold a complete file of its issues since that date.

The Depression of 1929 wiped out the family's assets. With the ranch sold at foreclosure, Mr. Dunscomb lost his job. Early in 1930 he was appointed receiver for another orange ranch, with a monthly pittance of $50; and that, with a little income from occasional odd jobs, put food on the table until the summer of 1931, when the receivership ended.

In desperation, the Dunscombs moved to Seabright, Calif., near Santa Cruz. There, with borrowed money, they operated a small grocery store and tourist cabin business on the ocean front, a few hundred yards west of the Southern Pacific branch that stretched between Santa Cruz and Watsonville Jct. Guy rejoiced in the sight of little 2200s and some 2900s steaming across the inlet bridge. After graduating from the Santa Cruz High School, which stood on a hill overlooking the SP tracks that emerged from tunnel No. 6, he helped around the store, often sneaking out to visit the Santa Cruz station. unaware that he was in the old South Pacific Coast narrow-gage territory.

At that time the SP was running two daily passenger trains from San Francisco via the former SPC line and one over the longer route through Watsonville Junction. The mountain-line runs were pulled by 2300 class 4-6-0's and 3100 class 4-6-2's, from the El Paso & South Western. Day after day at train time Guy hung around the depot, talking with engine crews and sometimes getting short cab rides to the roundhouse.

Using his mother's Brownie, he made his first locomotive photo (SP 3107) at Santa Cruz on August 22, 1932. A year later, after the family had moved to Oakland, he met his first railfan friend, Bill Pennington, who was to become a Western Pacific hogger and, incidentally, to help Barbara Kreimer with our *Information Booth*. Bill convinced Guy that he needed a finer camera to get better pictures. So in 1933, while taking a post-graduate course, the lad managed to save a dime a day from his meager 25¢ lunch allowance; and when he had $18 he bought a good camera, which he has been using ever since. It was Bill, too, who introduced Guy to Fred A. Stindt, now chairman of the Pacific Coast Chapter of the Railway & Locomotive Historical Society, with whom our *Interesting Railfan* is collaborating in book production.

"Bill and I were friends for forty years," Guy says, "and I was the best man at his wedding. His death last year saddened me."

Aiming to get shots of every SP and WP steamer in his part of the country, our hero spent much time in and near roundhouses. In 1932, when *Railroad* started its *International Engine Picture Club* (now called *The Switch List*), he began trading pix with fans all over the U.S. and acquiring pen pals. Oldtimers recall that in those days you could buy a roll of Plenachrone or Verichrome film for 25¢ and get it developed for a dine.

Like most of our readers, Guy collects railroadiana. In addition to his complete file of *Railroad Magazine*, he has every issue of *Trains*, a full set of R&LHS *Bulletins* (now titled *Railroad History*), and the SP *Bulletin* (founded in 1913). He once had all SP annual reports since 1885, but lost them in a book-bindery fire years ago. He still owns nearly all WP annual reports and issues of its magazines, *Mileposts* and *Headlight*. Also the bulk of Cotton Belt's annual reports and a small magazine, *The Western Railroader*. Hoping to complete his files, Guy wants to hear from anyone with copies of these various publications to sell or trade.

His hard-bound library includes 27 books relating to the SP, 100 or so on other Western roads, and 21 on Colorado, plus about 200 paperbacks on Western carriers and a large flock of *Official Guides, Poor's* and *Moody's Manuals, Railway Equipment Registers*, and public and employes timetables of Western roads. His 20 locomotive builders' plates include one from the first engine he ever photographed. Can any other fan make such a claim?

Besides his own pix and those garnered in trade, Guy has the collection of the late David Joslyn, official SP photographer, and the SP portion of Herb Arey's—altogether some 15,000 negatives and 20,000 prints and enlargements. For many years he did his own photo processing. His negatives include almost all engines of the SP's Pacific Lines since 1935 and all but nine of the WP's entire steam roster.

Several times as a boy he hopped freight trains, his most notable venture occurring 40 years ago on the WP from Portola to Oroville behind a big articulated. Guy belongs to the R&LHS, Pacific Coast and Southern California chapters; also the Rocky Mountain Railroad Club, the Colorado Railroad Historical Foundation, and the National Association of Timetable Collectors. He is a 32nd degree Mason, past master of Modesto Lodge 675, and an usher in a Baptist church. He has no non-rail hobbies and for years hasn't read a non-railroad book through, although he regularly delves into *The Reader's Digest* and two newsmagazines.

A blue-eyed 158-pounder, he lacks half an inch of being a six-footer. The first money he ever earned was a gleaming silver dollar dated 1879, his father's birth year, for six hours' work picking figs that had fallen under a rancher's trees. He gave it to his mother. Today, with both parents dead, it is kept in a safe deposit box. Among other jobs, Guy panned for gold beside Feather River in 1934, at which time he first saw and photographed Western Pacific articulateds.

In 1936 the SP hired him, right out of business college, as secretary to the Oakland District freight agent. Four years later he transferred to San Francisco. Then in 1942 he was drafted into military service, but never shipped overseas, being assigned at first to a coast artillery gun battery in Seattle. The following January 10th, as a $60-a-month corporal, he married Eileen Peacock, a brunette with a face as beautiful as her last name. They had met two

One of Guy's favorite shots of those he made shows Sierra No.3. at wye at Oakdale, Calif., long since gone, October 23, 1949.
Photographs by Guy L. Dunscomb

years before in Berkeley. Her father was a Southern Pacific freight conductor, but Eileen had vowed she'd never be the bride of either a railroad man or a soldier.

"Poor girl," Guy sympathizes, "she got both in one package!"

After the husband had served as provost sergeant in a military prison—of all places!—he earned his gold bars at a Transportation Corps Officers Candidate School, commanded troop trains, and was mustered out of service in March, 1946. Returning to his former SP job in San Francisco, he stayed there twelve months. Then he spent four years in the printing business. That flopped. Back on the SP again, he bucked seniority boards for nine years as a clerk in the train dispatcher's office, as yard clerk and baggageman, rate clerk, billing clerk and demurrage clerk, ticket seller, warehouseman, freight handler, and OS&D clerk in stations and yards, all on the Stockton District of the Western Division.

At length he tired of the merry-go-round. One September night in 1959 he saw a notice of an opening as cashier for the Pacific Motor Trucking Co., a wholly-owned Southern Pacific subsidiary. PMT hired him and has kept him ever since, currently as a freight solicitor covering a wide area. Mean while, Guy and Eileen produced a daughter, Marilyn (now 27, married, and the mother of two boys), and a son, Donald, 25. Also in the family are a female pooch named Sandy and a Persian cat, Omar.

"My earliest recollections of my father," Don writes, "stem from the times when he took me to his job at the SP ticket office in Modesto. My sister and I would play in and around the station while he was working. Dad is keen on racquetball and skillful enough to defeat men half his age, myself included. He is orderly with everything having to do with his hobby, but is less exacting in his personal habits. At times he reminds me of an English country gentleman who is determined to look sophisticated but somehow ends up looking more like a caricature of that type.

"One reason why he goes for the railroad hobby is that it allowed him to be outdoors. He often told me that he enjoyed taking pictures of steam power, especially in logging operations, because he did it in the open air, often amid scenic grandeur. He is very fond of birds. In mentioning the outdoors he is likely to tell about 'the birds chirpin' away.' I think that at heart he has a romantic longing for 'the old days'."

Don's mother recalls that she first met Guy while he was working for the SP in San Francisco and she was a University of California student.

"After dating me a while," she remembers, "he casually, almost apologetically, mentioned his railroad hobby. Since most men have hobbies, I accepted it, only to learn later that it was his consuming obsession. No matter where we went, we seemed to find ourselves eventually at a roundhouse or station or tramping along an abandoned right-of-way. In defense, I adopted an avocation of my own, becoming a 'rock hound' in areas where geological specimens abound. Ask my husband for a picture of a certain engine, and he finds it quickly and can remember all significant details connected with it. But ask him where he put my kitchen tools after borrowing them and he doesn't even recall having used them! I have put up with his 'obsession' for 30 years but still can't become part of it."

Guy has been wholly or partly responsible for five railroad publications: *Maps of the Southern Pacific*, in 1948;

First daily passenger train from the East at Fernie, B.C. Station opened on December 12, 1898, on Crow's Nest branch line of CP's Kettle Valley operation. Canadian Pacific photograph

sweets," he admits, "but I offset that to some extent by spending two nights a week in an athletic club playing racquetball, a vigorous sport similar to handball. I am not at all sure that two hours of this is enough to knock off the excess calories from a big thick milkshake and a few candy bars, although, as a rule, I also spend my Saturday mornings playing golf. I am not a coffee-drinker, I quit cigarette-smoking years ago, and I have a strong antipathy to liquor."

Guy's biggest mistake, he says, was "in good faith, loaning to someone in England valuable and irreplaceble railroad material, part of which did not belong to me. Despite repeated efforts, I couldn't get it back." His job with PMT is not exactly thrilling. Guy's ambition is to retire and "do the things that interest me most, spend more time with my wife, complete some projects around the house, and visit that part of Israel known as the Holy Land."

He also wants to write other books, particularly a new one on the Western Pacific. "The spiral-bound volume we put out in 1954 has long since been sold out. Fred Stindt and I are working on a hard-bound revision of it. We have considerable material, but need photos of locomotives, roundhouses, trains, stations, etc., of the 1903-'30 era. Especially pix of WP engines 123, 126, and 127 as such. Also first 321-325, USRA power which came to the WP in 1919 and was sold to the Wabash in 1920. Likewise EJ&E 802-806 before renumbering as WP 306-310, and good in-service shots of Florida East Coast 4-8-2's that WP bought in 1936. If we could get all these, we'd have a complete pictorial coverage of WP steamers."

Fred is longtime chairman of the Pacific Coast Chapter of R&LHS. He and Guy first met through Bill Pennington.

"Guy is a perfectionist," says Fred, "which often means having such problems as tension headaches, and high blood pressure. To meet these problems, he adopted golf as his number one outdoor activity. I remember when he used to get outdoors much more than he does today. On one occasion he talked himself into a ride on a Mallet. As the engine clanked by with him on board and me trailing in an automobile as best I could through the sagebrush, he yelled: 'Follow me and pick me up somewhere along the line!'

"He sure loves steam. When I ask, 'See any strange diesels down your way?', he answers, 'I don't even look at them when they go by.' Right now we are working on a Western Pacific book. Guy wants to cut it with the end of steam, but I'd like to bring the story up to date."

A great moment in Guy's early life, according to Jim Boynton, a Western Pacific hogger of Quincy, Calif., came one day in the 1930's when those two men were inspecting a group of unglamorous saddle-tank engines in a construction company yard at East Oakland. Many of those old girls had been used in the construction of railroads in the West, including the Western Pacific.

"After looking over the rusty hulks and reflecting on their years of productivity and now their unjust fate," Jim reminisces, "we entered a rather well-kept frame building that seemed to have the right dimensions for housing a small locomotive. Inside, the dim light filtering through an unwashed window disclosed an old 2-4-0 standard-gage engine resplendent in brass and enamel. My friend's eyes lit up with reverence as we identified Virginia & Truckee No. 9, the *I.E. James*, built at Philadelphia by Baldwin in 1870. Willett & Dun, contractors, had kept this little jewel in mint condition. I am sure Guy will never forget the excitement with which he gazed at the oldest locomotive he had ever seen."

Jim Boynton tells of another nostalgic trip. "In the late 1930s, Guy and I were viewing a recently abandoned section of the almost legendary Indian Valley Railroad between Paxton and Crescent Mills, Calif. It used to cross a branch of the Feather River on a huge Howe truss bridge that was now being dismantled. We decided to go over that bridge to take pictures, but its deck had been removed and someone had run a line of 12x2" planks over the structure. Guy determined to cross on the timbers.

"We ventured onto it with cautious enthusiasm. After we had negotiated about half the distance, a strong wind rocked the ancient span and the 12-inch planks seemed to shrink in size. So, like Kate Shelley crossing Honey Creek bridge in Iowa on a wild stormy night in 1878, we sank down to our hands and knees and crawled ahead, gazing fearfully at the dark, green, churning current below.

"Guy continued bravely to lead. While I followed, we kept up a running commentary on the mentality of railfans in general. Inadvertently, I knocked a timber down. As it hit the water, an explosive report echoed back from the chasm walls. Guy let out a startled cry. His immediate thought, he told me later, was that I had fallen 60 or 70 feet into the Feather River!

"Such experiences weld friendships, even though at the time the stress frayed our nerves. We crossed the Howe truss safely and plodded onward, photographing the partial skeleton of the abandoned mountain railroad."

HOBBY CLUB

conducted by Sy Reich

THE HISTORIC Stockton & Darlington will observe its 150th birthday next summer; and British Railways, as well as the area served by the ancient S&D, plan a fitting commemoration of this event. The new National Railway Museum at York will be open to the public. Many steam locos, including special steam-hauled excursion trains, will be run throughout Britain.

Railroad Magazine and a New Jersey rail historian, Thomas T. Taber, suggest that American railfans make a pilgrimage to that country for the celebration. If a tour party could be formed for that purpose, it would receive red carpet treatment. Possibly such a tour would last two or three weeks, covering a lot of ground rich in railroadiana, with a package price, New York to New York, for somewhat less than $1,000. For more details, contact Mr. Taber, Box 363, Madison, N.J. 07940. A request would entail no obligation. It would let Tom know whether or not enough people are potentially interested for him to work on the project.

PILOTED by NRHS director-at-large Harry Libby, the Washington, D.C. Chapter is compiling an ICC passenger tariff collection for the Society's American Library of Transportation. A small surplus of duplicate tariffs with specific railroads listed as "issuing carriers" have been presented to the Colorado Midland, Ontario & Western, and Boston chapters, among others. Various tariffs for the Texas area went to the Southwest RR Historical Society in Dallas. This work has been done at the sole expense of the Washington Chapter. The entire lot will probably comprise 150 volumes.

Meanwhile, it's full steam ahead for the NRHS annual convention in San Francisco on Aug. 29-Sept. 2, with steam, diesel, and trolley trips planned, together with a good banquet. Overland and Lake Shore Ry. chapters have interesting ways of getting to the convention by rail. Members should keep in touch with their local clubs for making up parties to attend it.

EFFECTIVE with this issue, each *Hobby Club* section will carry a short background saga on various railfan organizations, such as museums, historical clubs, etc. This is being done without showing favoritism to any one group. It ties in with the tremendous growth of the rail hobby movement, our belief in the purpose and reasoning behind it, and our wish of continued success for each club. We have background info on many, but could use more. Drop us a line.

We begin this series with a new group trying to get established. It is the Musquodoboit Ry. Museum, recently put together by the Board of Trade at Musquodoboit Harbor, Halifax County, Nova Scotia, Canada, and located in an old Canadian National depot. The new museum will trace the history of the Musquodoboit Ry. (presently CN's Dartmouth subdivision) and bring in info on local history as related to the railway. In addition, a display is planned on railways in Nova Scotia. Any railroadiana in the area, or names of rails who helped build or operate the line from Dartmouth to Upper Musquodoboit, would be helpful. Donations to help the museum can be sent to David E. Stephens, curator.

VARIOUS railroad employee off-duty clubs keep many rails active with one hobby or another. One of these is the Santa Fe Employees' Amateur Radio Club. Details from Melvin C. Zuck, secretary-treasurer, WA50PP, Box 562, Harrah, Okla. 73045.

RICHARD HINEBAUGH, owner of a Wisconsin steam tourist line, the Kettle Moraine Ry., is looking for loan of KM slides or prints. Contact him at 2430 Rockway Lane East, Brookfield, Wisconsin.

BEN BARNES, an investigator in L&N's central accounting bureau, general offices, might be described as a "self-made artist," a pretty good one at that. His latest rendition, which has been on display, is a 16x20" pen-and-ink drawing of Louisville Union Station. Anyone desiring reproductions of Ben's work may contact him at Box 20338, Louisville, Ky. 40220.

DWIGHT SMITH of Conway, N.H., general manager of Conway Scenic R.R., reports that the restoration of the passenger station at North Conway is well advanced. Efforts are being made to place the trackage and rolling stock in operating condition for the public this July. CSRR will furnish excursion train rides from North Conway to Conway behind 0-6-0 ex-CN No. 47. Dwight will also open a railroad museum and souvenir shop in the picturesque old B&M station at North Conway. The depot, built for the Portsmouth, Great Falls & Conway R.R., is observing its centennial this year, according to Portland, Maine's 470 Club newsletter, *The 470*.

The newsletter also reports that the Seashore Trolley Museum at Kennebunkport, Maine, will observe its 35th birthday this year by playing host to the convention of the Assn. of Ry. Museums in September. Such events cost money. The boys are working hard to make the late summer trolley outing successful, but in view of a drop in gross income last year, they need hard cash. Send contributions to Joseph B. Doherty, membership secretary, 40 Hawthorne Ave., Arlington, Mass. 02174.

ANYONE interested in becoming a member of a new group, Norfolk & Western Ry. Historical Society, should write George Arnott, 480 Broadway St., Middleport, Ohio 45760.

PRIVATE CAR operators, planning for a summer and early fall on the rails, must be encouraged by Amtrak's progress in establishing private car policies. We understand that Amtrak will issue a list of fees for switching, washing, and storage of cars, with whatever service is needed as long as the willingness is there to pay the tab. A switching charge of $250 per hour if a loco must be called into special service in a remote area might seem steep, but it is at least an indication of better times ahead in the relationship between Amtrak and private car operators.

A NEW steam tourist line is scheduled to begin operating shortly, if not already in business, near Intervale, Va., on a 16-mile section of the C&O between Covington and the Bath County line. It is the Barber-Intervale-Gathright Scenic R.R. and is reported to have two light Canadian Pacific 4-6-2's, class G-5d. This will be Virginia's first scenic railroad, according to Cincinnati Railroad Club's newsletter *Headlight & Markers*, edited by our own Jim Edmonston.

TANK CAR gaging, classifications, testing, tanks, and stenciling are subjects of a series of pocket-sized booklets available free from the Advertising Department of Union Tank Car Co., 111 W. Jackson Blvd., Chicago, Ill. 60604.

PERSONS interested in seeing ex-Espee Mallet 4294 run in the U.S. Bicentennial celebration in 1976 should contact Sacramento Historical Society, 1009 7th St., Sacramento, Calif. 95814.

THE REMAINING two cars of the St. Paul & Pacific R.R. are being carefully maintained by shop employees of

Burlington Northern at St. Cloud, Minn., reports North Star Chapter of NRHS. The passenger and combination passenger-baggage cars are replete with ornate baggage racks, plush cushioned seats, oil lamps, sliding doors, and coal stoves, plus 1974 air-conditioning.

THE PICHI RICHI Ry. Preservation Society, Inc., has been formed to preserve the last remaining section of the former Port Augusta & Government Gums (Farina) Ry. From Stirling North to Quorn in South Australia, and to operate steam passenger trains on weekends and public holidays. Gifts of money may be sent to S. A. McNichol, 8 Walditch St., Elizabeth Downs, 5113, South Australia.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

TRAINS TO THE RUSSIAN RIVER, by Fred A. Stindt, 80 pages, 8½x11", soft cover, photos, timetables, maps, rosters, Pacific Coast Chapter, The Railway & Locomotive Historical Society, Inc., 978 Emerald Hill Rd., Redwood City, Calif. 94061, $5.95.

Fred is a Western railroad historian and chairman of Pacific Coast Chapter of R&LHS. His excellent, well-illustrated book relives the early part of the century, when trains ran to the Russian River in the "Redwood Empire" of northern California, on the Northwestern Pacific and its predecessor roads. Picnic parties and vacationers would cross the bay to Sausalito on the Market Street ferry from San Francisco in a happier era than today's. The book fully documents rides on narrow- and broad-gage rail to famous vacation spots. Fred personally lived many of these moments and recorded the last ten years of this colorful operation that ended in 1935.

AUSTRIAN TRAVEL WONDERLAND, by W. J. K. Davies, 125 pages, 6¼x9¼", hard cover, photos, maps, rosters, Ian Allan Ltd., Terminal House, Shepperton, Middlesex, England TW17 8AS, £3.25.

Little has been done recently on Austrian steam, diesel, and electric lines, but here is a book, by an expert on Europe's railways and trams, that would beckon any railfan to that beautiful country. The speedy *Trans-Europ Express* cutting through high mountains, the winding narrow-gage roads, steam and diesel, the quaint country trams, and even a section for steamship buffs, balance a good tourist book. A 1972 steam roster lists 2-10-0's running between Selzthal and Hieflau, and 0-6-2T's operating out of Vordernberg.

CANAJOHARIE & CATSKILL RAILROAD, 18 pages, 6x9", soft cover, legislative reports, Hope Farm Press, Cornwallville, N.Y. 12418, $2.

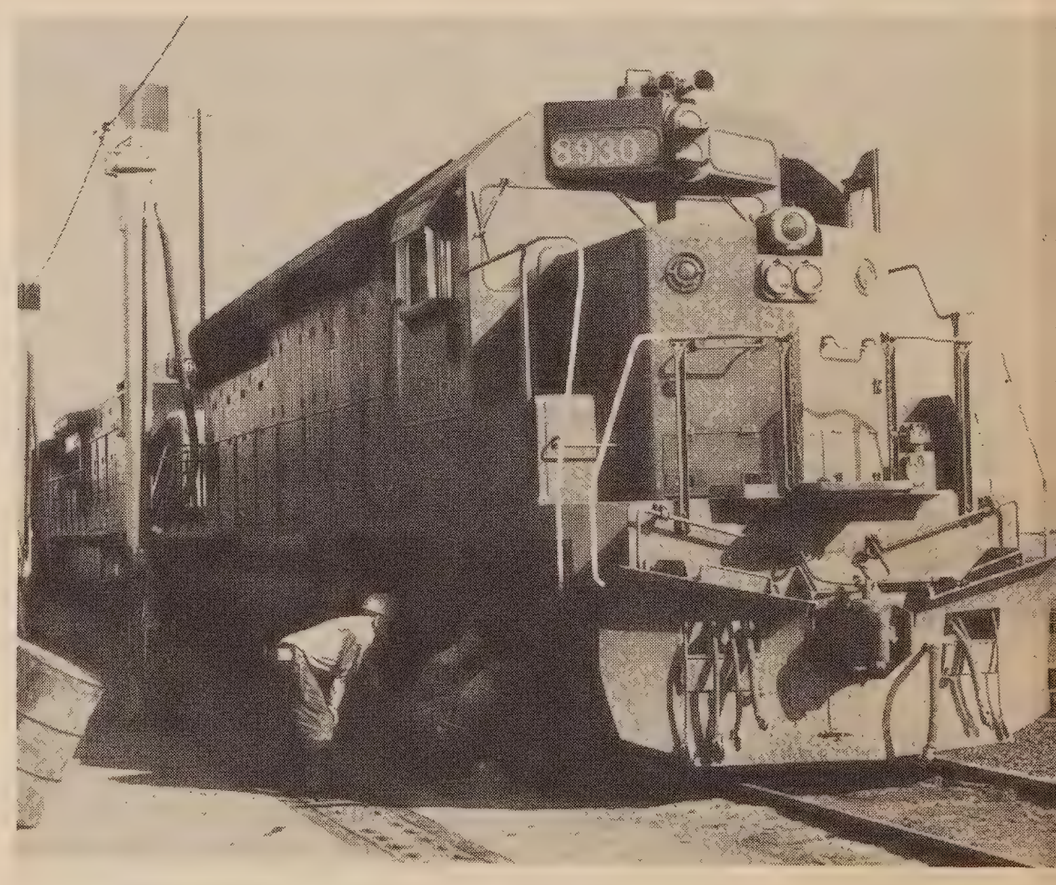
For lovers of the Rip Van Winkle railroads, this is your cup of tea. It is an interesting report of the committee on railroads to the New York State Assembly, Feb. 13, 1838, upon several petitions for legislative aid to the old C&C. The book is a reprint.

THE GRESLEY PACIFICS, PART 1: 1922-1935. by O. S. Nock, 144 pages, 7½x10", hard cover, photos, drawings, rosters, David & Charles, North Pomfret, Vt. 05053, $12.50.

O. S. Nock, dean of British rail writers, rightfully reports that the Gresley Pacifics will always remain one of the most famous of all steam loco families. The original design, as outlined in his first detailed book coverage of the Gresley 4-6-2, was developed on the Great Northern Ry. of England and could be described as a blend of the merits of the large-boilered Doncaster Atlantics with Gresley's own three-cylinder Moguls of 1920. A series of good drawings, which accompanies the text, gives a more comprehensive account of this great locomotive type.

RAIL FACTS AND FEATS, by John Marshall, 255 pages, 7x9½", hard cover, photos, statistics, The Two Continents Publisher Group, Ltd., 30 E. 42nd St., New York, N.Y. 10017, $8.95.

Rail mileage shrinks, gas prices zoom, and there are more railfans in the world than ever. They'll welcome this collection of historical facts, astonishing divergences, and valuable info. For instance, how was the old Swansea & Mumbles line powered? Where was the first American rail tunnel? What railroad ran on stilts? When did Canada run its first loco? When was the world's first railway built? Good possibilities here for railfan club program chairmen.



Espee 8930 has her brake shoes changed at San Antonio, Texas, in April, 1969. She is lead loco on the westbound *Blue Streak Merchandise* headed for Calif.
Ray Kenley, 18539 W. 60th Ave., Golden, Colo. 80401

Periodicals and Journals

THE BULLETIN, Vol. 38, No. 6, National Railway Historical Society, edited by Wm. C. Wagner, Box 2051, Philadelphia, Pa. 19103; soft cover, 63 pages, 6x9", photos, maps, timetables, chapter activities; price to members $4.50, associates $5.50. Prime F. Osborn, president of L&N and SCL, and guest speaker at last year's New Orleans convention, has an interesting series of historical sketches on L&N's predecessor road from the Gulf, the New Orleans, Mobile & Chattanooga. Shortline fans will like John E. Merriten's "Annapolis & Elk Ridge." Although Harre Demoro, one of our Interesting Railfans, **portrayed a dismal picture in '72 for Yakima Valley electric in his "Apple Country Traction," such is not the case as of now. The line is doing quite well, thank you.**

BULLETIN, New Haven Railroad Technical Information Assn., Inc., 8½x11", slick paper, photos, timetables, maps, drawings; Alvin A. Lawrence, president, 1339 Biscayne Dr., Montgomery, Ala. 36111. Quarterly, $4.50 per year. First year sub., $5 additional for data-pak supplied to each new subscriber. This is a lively journal for New Haven fans.

NORTH WESTERN LINES, edited by Joe Follmer, Rte. 2, Box 82, Amherst, Wis. 54406, quarterly, $2 per year. Joe turns out a nice 8½x11" mimeographed newsletter for the North Western Lines Historical-Technical and Modeling Society. His front covers set the pace for good reading about the C&NW.

THE BULLETIN, edited by Wm. F. Rapp, Railroad Station Historical Society, 8½x11", photos, drawings, maps; 430 Ivy Ave., Crete, Neb. 68333; $3 annually for 6 issues. Always high-class copy. RSHS is planning its 4th annual convention in Chicago on Aug. 16, 17 and 18. Members should contact Andrew C. Koval, 8018 Muskegon Ave., Chicago 60617, or Norbert J. Shacklette, Rte. 5, Box 27, Bunker, Mo. 63629.

GAZETTE, Mid-Continent Ry. Historical Society, Box 55, North Freedom, Wis. 53951; 5½x8½", slick-paper job with photos, maps, rosters; issued monthly to members. For details contact secretary of MCRH.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
HISTORIC SOUTHERN PACIFIC CARS	$ 4.95	($ 4.70)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.95	($ 4.70)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
AMTRAK CAR SPOTTER (new edition)	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
AMTRAK CAR SPOTTER, ed. by Bob Wayner	$ 4.95	($ 4.70)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ in stamps for list—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

RAILROAD STOCK certificates! Catalog plus beautifully illustrated certificate $2. Always eager to buy all stock certificates and bonds!—Ken Prag, Box 607-R, Hermosa Beach, Calif. 90254.

COLOR ENLARGEMENTS from your slide or negative 8x10 size $3.98. Additional prints from same negative $1 each. Add $1. for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

SELLING my personal collection of over 700 negatives of steam locos and other equipments from many railroads, including NYC, Northern Pacific, Rutland, Wheeling & Lake Erie. Also many short lines and logging roads. Large SSE for list.—John Martin, 1923 West 11 St., Bklyn., N.Y. 11223.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

I WANT anything on the Duluth, Winnipeg & Pacific or its predecessors like the Duluth Rainy Lake Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&Q. C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs., pub. and emp tts., passes. List completely what you have, and if you desire trade send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

WANTED: 1911 Signal Dictionary, Eastern Steam Pictorial, Jersey Central Album, Southern Steam Power by Lowe and Rank, anything on old N.Y. Elevated lines, old books on railway bridges, old RR. Gazettes, and old Engineering News.—Jim Adams, 131 Ritson Rd., S., Oshawa, Ont., Canada L1H 5H4.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each over 90 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 1208 Fruit, Peru, Illinois 61354.

TRACTION MOVIES in regular 8mm, 48 black-and-white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kansas 67601.

LOCOMOTIVE SLIDES: Roster or action. FA's, PA's, C—Liners, M420's—We've got them all! Send $1 for Catalog #3 and two samples. You will automatically receive all supplements to our rapidly growing catalog.—The Rail Image, Dept. L4, P.O. Box 289, Denville, N.J. 07834.

PUBLIC TIMETABLE bargains: $11 worth, only $5, or $23 worth, $10. Nice variety thru 1960s. Clear plastic covers for public timetables, only 6¢ each.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

COLOR SLIDES: 35mm duplicates, recent steam and diesel subjects. SSE for description, price.—John Weber, 7556 Rome-Oriskany Rd., Rome, N.Y. 13440.

WANTED: Litchfield & Madison photos, builders' prints, rosters, maps, historical, technical, or any other data, etc.—Dan Cheragott, 3960A Britanny Circle, Bridgeton, Mo. 63044.

SOLID METAL New York Central oval and Pennsylvania RR. keystone heralds for sale, ten inches across, painted background with raised letters, bright metal finish. For each herald send $15 to C.E. Catchpole, Dept. R., 19215 Eldridge Lane, Southfield, Mich. 48076.

DIESEL SLIDES: 1974 catalog and sample for 75¢. Wide variety of locos from across the U.S., many BN, UP, ATSF, SP, plus short lines and industrials.—Porreca, Box 22, Boulder, Colo. 80302.

WANTED: PRR East-West Passenger Train Consist books (issued by Operating dept.) for April 1960, Oct. 1960, April. 1961, Oct. 1962, April 1963.—J.H. Stevenson, 6069 W. 54th Street, Parma, Ohio 44129.

NICKEL-SILVER, HEAVY, over-to-table server, "Santa Fe" inscribed on tops of both handles, makes unique ashtray or desk-top items. Excellent condition, $25 postpaid. (California residents add 5% sales tax.) Large catalog of railroad collectibles costs $1.—Lillian's Shop, Box 4777-R, North Hollywood, Calif. 91607.

RARE LOCO DYNAMOMETER test plant drawings and plans, hardbound in leather, published by Pennsylvania RR in 1905. New. Also contains complete tests of 4 locos. $26.50. Only have few.—Catherine Haggerty, P.O. Box 654, Arlington Heights, Ill. 60006.

OLD RADIO PROGRAMS on cassette or reel: comedy, big bands, mystery, adventure, children's shows, country & Western, etc. Sample cassette or reel featuring Amos & Andy plus Gangbusters plus catalog, only $3.50. Specify reel or cassette. Calatog alone 50¢.—Remember Radio Inc., Box 2513, Norman, Okla. 73069.

FOR SALE: lanterns, PRR highball glasses, builders' plates and other railroadiana. Send SSE for list.—Ed Conklin, 5 King Arthur's Court, St. James, N.Y. 11780.

WANTED: DL&W Railroad and Central Railroad of New Jersey passenger timetables from 1918 to 1923 inclusive.—George W. Polhemus, P.O. Box 1048, Pembroke, N.C. 28372.

JOHN ALLEN, 728 Locust, Centralia, Ill. 62801, will sell 7,100 steam locomotive 5x7" negatives, 1,434 different railroads, industrials, and lumber roads. Also 2,000 postcard negatives, old railroad books, Railway Gazettes, magazines, timetables, thousand of prints, all sizes. Want any pre-1922 AB&A and Pennsy locomotive sales or renumbering data.

CHARLES L. FROSTICK, 1532 Louden Heights Rd, Charleston, W. Va. 25314, selling old timetables, travel brochures, etc. Send SSE for list.

LOCOMOTIVE BUILDERS' plates wanted: electrical, diesel, steam, N.Y. Central emblem plate from front of steam locomotive. Good prices paid.—Norcross, 1547 Baltimore, Folcroft, Pa. 19032.

WANTED: operating steam locomotive, 24-inch gage, immediate cash; can arrange shipping.—Ivan T. Payne, P.O. Box 146, Toronto, Ont., Canada M6H 4E1.

FOR SALE: railroad lanterns, globes, keys, locks, rulebooks, oilers, other hardware and stationery. Big list 50¢, stamps or coins.—Robert Smith, 246 Middlefield, Akron, Ohio 44312.

NORTHERN PACIFIC: mainline construction history, 1870-'88, in 65-page booklet from early records, $3, two for $5.—L.T. Renz, 1736 Hilbrooke Dr., Walla Walla, Wash. 99362.

THIRD-RAIL ALBANY HUDSON RR., $4.95; Fonda, Johnstown & Gloversville RR., 104 years old, $4.95. International Rys.—Buffalo, Lockport & Niagara Falls, 530 pages $9.95, hard cover $12.95. Elmira, Corning & Waverly Traction, car 107 now at Rochester, $6.95 hard cover. All books 8½x11"—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

RAILROAD RELICS and collectors' items to be auctioned at dealers' discount prices; take advantage. Send SSE for list.—Jim B. Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

DIESEL NEGATIVES for sale on approval basis. SSE. First-generation and new power.—RJY Negatives, 40 Hendel Ave., N. Arlington, N.J. 07032.

"CREDIT VALLEY RAILWAY." We are pleased to announce the imminent publication of the aforementioned book, being a self-contained history of this renowned railway's origin, operation, cessation, and subsequent resurrection. This attractively designed volume is replete with authentic photographs, original drawings, and maps. This excellent treatise may be purchased for the reasonable sum of $3.95 plus 25¢ (Canadian funds) for mailing and handling by writing to The Boston Mills Press, RR. Cheltenham, Ont., Canada, LOP1CO.

RAILROADIANA. Send large SSE for list of locks, keys, lanterns, timetables, rulebooks, magazines, annual reports, etc. Will buy early N&W items.—Tim Hensley, 2347 Vinton St., Huntington, W. Va. 25701.

TRADE OR DEAL: lanterns, locks, keys, badges, tickets, timetables, date nails, Union Pacific calenders; prefer Union Pacific or Western railroads.—Farrell, Rte., Meridian, Idaho 83642.

WANT TO BUY used railroad films by Sunday River Productions, in good condition.—Harlan Lane, Rte. 2, Box 352, Kingsport, Tenn. 37660.

RAILROAD ANTIQUES: Selling old timetables, train orders, lanterns, switch keys, etc. Send SE for list.—Ray's Antique and Railroad Shop, 11745 S.W. Lanewood St., Portland, Ore. 97225.

2,000 TIMETABLES for sale, public, employees. State your needs, SSE. Will trade for/or buy BCR&N, M&StL before 1903. Keokuk Union Depot.—Pastor Paul Wobus, Box 314, Concordia, Mo.

WILL BUY destination roller signs from streetcars, subway, interurban, suburban, and trolley coaches. Please give line, condition, and price.—Kenneth Kerr, Box 2512, Raleigh, N.C. 27602.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, will buy or trade slides or prints of E-L 28-29, any location, any power.

WROUGHT-IRON HANGERS handcrafted ornamental, versatile, for lanterns, plants, etc. Variety of sizes, styles. Free literature with prices.—Intermark Co., Dept. HR, Box 224, Middleboro, Mass. 02346.

117 ISSUES 1932-'47 Railroad Magazine, Locomotive Engineers Journal, Railway Employees Journal, Brotherhood of Locomotive

Firemen and Enginemen, Railway Age, $50 for lot, 50¢ a copy.—Ted Creveling, 1329 Indian Summer, Valinda, Calif. 91744.

HAVE 35MM color slides, EL, L&HR, LV, CNJ, RDG, B&O, WM, PC, N&W, and many others. Send 25¢ for lists to Ray Hakim, 21 Clauss Ave., Paramus, N.J. 07652.

CLOTH RAILROAD PATCHES, 3 for $1. Postcards still 5¢. Big 50-page Railroad-Trolley Catalog $1, or send 20¢ for patch and postcard list only. Books models, records, all manner of railroadiana. I have only 6 each bronze plaques, approx. 7x3", brown-finish, polished highlights, heavy; North Shore South Shore; Chicago, Aurora & Elgin, $10 each, plus $1 postage.—Wm. Krueger, 2018 Leo St., Dayton, Ohio 45404.

FOR YOUR CHERISHED PHOTO and railroad memorabilia collections. We offer hand-made albums designed specially for railfans. These large albums (12x16") are beautifully made of heavy corduroy and leather covering, gold trim, with 50 sturdy filler sheets. Send $1 for details, refundable with order.—Tom's Hobby Aids, 8306 W. 26th, Lakewood, Colo. 80215.

ORIG. size 120 slides: ATSF, ITC, MP, SL-SF, SP, other roads and shortlines. SSE. Some may be remounted for 35mm projectors. Will sell or trade for sizes 120, 220, 620 black and white negatives of E units on a two-for-one basis.—Larry Thomas, Box 165, Liberal, Kansas 67901.

"WORLD OF SOUTH AMERICAN STEAM," new book by Roy Christian and Ken Mills, color covers, 136 pages, over 200 photos. Seen in action: 1876 BLW 4-4-0, BLW 2-6-6-2, Kitson Meyer 0-6-6-0T, the last 4-8-4s. Send $7.95 for softbound, $10.95 hardbound, to Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003. (Californians, add 6% sales tax.)

WILL BUY (no trading) negatives, prints (any size), color or b&w, 2 slides of Cincinnati streetcars (all types); Chicago, Minneapolis, & Vancouver PCC's, New Western Flyer trolley coaches, all service vehicles (especially #D-900), New Haven RR. Mack railbuses, Manhattan conduit cars, sweeper on Newark Subway, London (England) trams, modern Fiat-built cars, trolleybuses anywhere, and all German Systems, esp. Hamburg, Berlin, Dresden, Leipziz—Walter Phillips, 177 Mt. Prospect Ave., Newark, N.J. 07104.

CANNONS ANTIQUE COLLECTION. Muzzle-loading replicas, gleaming bronze and polished walnut. They fire black powder and ball, .38 caliber to 1" bore. Length from 7" to 30". Field and Naval pieces and railroad mounts. SSE. —G.G. Chaplin, 61 Fifth St., Cayucos, Calif. 93430.

ORIGINAL. Negatives for sale (mostly steam), nice selection of C&S, UP, many others. If you are not on our active list, send 25¢ and SSE. Also taking orders for our book, "Along an Open Track," $16.50, at new address: Edward Kochanek, P.O. Box 474, Batavia, Ill. 60510.

ELECTRIC RAILROAD books. Mersey Railway, 64 pages, illustrated, $2.90. Manchester Altrincham, 88 pages, $3.10. Complete list 25¢. Timetable reprints: Texas Electric 50¢; West Penn 75¢; both $1.—M. Nevin 820 Demott, Baldwin, N.Y. 11510.

"COLORADO MIDLAND," book by Cafky, mint, in original box never opened, $80. "Eastern Steam Pictorial," by Pennypacker, excellent condition, $45. "American Engineer Car Builder and Railroad Journal," bound volume for 1896, complete, very good condition, with ads and index, $80.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

TICKET PUNCH and other railroadiana for sale. Send SSE to Randall Gellens, 1303 Quincy Dr., Wilmington, Del. 19803.

WANTED: anything FEC or Florida timetables, passes, menus, etc. Buy or trade.—John Nelson, 911 S.W. 6th Ave., Gainseville, Fla. 32601.

WOULD LIKE TO KNOW of any passenger equipment formerly in service on Kansas City Southern or Rock Island.—Greg Slaton, 6700 Merle St., Metairie, La. 70003.

SELLING TIMETABLES. Have Pennslyvania, New York Central, Lehigh Valley, Delaware & Hudson, Erie Lackawanna, New Haven. SSE for list.—P. Carpentio, 310 Crann St., Hillside, N.J. 07205.

READING COMPANY public timetables, 1943-'55, over 100 different combinations of destination and date. SSE for list.—R.N. Monsley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

ORIGINAL size 616 negatives, 35mm slides, for sale, action shots, roster shots, diesel electric, caboose equipment. Specify interest. SSE. —Joe Quinn, Box 1044, Tillson, N.Y. 12486.

MICHAEL VAIUSO, P.O. Box 619, Schnectady, N.Y. 12301, will trade size 616 negatives for same size other roads. Also trade few dup. 35mm slides. Want Alcos, short lines, industrials, cabooses.

FOR SALE: Complete nationally-known miniature railroad. One-sixth full size (2 inch scale), 9 7/16-inch gage. Ruggedly built for hard use and long life. Excellent for research and development. Signals actuated by track circuit using Union Switch & Signal equipment. Can be used for either hobby or profit. Automatic air brakes. 1ne mile of track, 2 diesels type locomotives (2½ ton & 1½ ton) equipped for M.U. operation or separated, can pull 200 adults, 31 steel underframe cars with fully-sprung, equalized 4- and 6-wheel trucks. New forged steel wheels with hardened treads and Timken bearings. Price $66,500. Catalog with photos and technical information, $5. Also many spare parts, tools, patterns, jigs, etc., not shown in catalog, available at negotiated prices. Subject to prior sale.—Henry E. Becker, Centerville & Southwestern R.R., (Becker Farm), Livingston Ave., Roseland, N.J. 07068.

WANT to buy Baldwin Locomotives magazine, 1923 to '46 inclusive. Also will buy steam locomotive assignment sheets, large Class 1 railroads, 1930-'60 era.—L.E. Stagner, 1402 W. 5th Street, Newton, Kansas 67114.

COLOR SLIDES, Kodachrome, custom-made copies; steam, diesel, trolley, United States and foreign; sample 35¢.—Charles Parsons, Rte. 4, Box 425, Dunnellon, Fla. 32630.

WANTED: Yankee Clipper (16 oz.) and Yankee Standard Speed-O-Matic (26 oz.) developing tanks for size 616 film.—Tom Lawson, 2512 Mountain Woods Drive, Birmingham, Ala. 35216.

FOR SALE OR TRADE: chinaware, silver, buttons, tin, lanterns, paper items, other railroadiana. Send SSE for list.—The Whistle Post, P.O. Box 206, Red Lion, Pa. 17356.

WANTED: Canadian railroad depot photos. Mention town, railroad, black and white or color slide, price in first letter.—Donald Moore, 6675 Horse Shoe Curve, Excelsior, Md. 55331.

WANTED: bound volumes Trains magazine. Please state volume no., condition, and price in your first letter. Will buy single volume or collection.—J.B. Adams, Jr., 5264 Rockport St., Columbia, Ohio 43220.

RAILROAD SCRATCH PADS, various roads available. Enclose stamp for sample sheet and list. —C. Kowal, 6615 S. Vell Ave., Chicago, Ill. 60636.

FOR SALE: employee tts. (mostly SP), 1930s to present; also seniority books, technical books, misc. railroadiana. Send 20¢ and SSE for list.—Scott Pirie, 823 Armstrong, Eugene, Ore. 97404.

WILL BUY pix of old CBQ cabooses, etc. Will trade BN, CB&Q, IC train orders, train sheets for those of other roads.—P.A. Dahl, 322 Laurel St., Batavia, Ill. 60510.

FREE PAD of 100 UP Golden Spike stamps when you send SSE and 25¢ for my list of "railroad items for sale."—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

COMPLETE set of seven, huge, beautiful, unused stamps from Paraguay depicting different early locomotives, ideal for framing. Send $1 to Locomotives, 2409 John, Superior Wisc. 54880.

WANTED for locomotive restoration: oil headlight, lubricator, gages, injectors oil gage and cab lights, bell, and misc. hardware. Send description and price to Box 142, San Gabriel, Calif. 91776.

FOR SALE: train orders, 3 for $7. Poor's Manual, $60. Moody's Steam Railroads, $30. National Railroad Adjustment Board, $15. CNR Tallowpot, $20.—Fritz Primus, 760 S. Sunny Slope Rd., Brookfield, Wis. 53005.

WANTED: "The Long Island Rail Road," by Vincent Seyfried, volumes 1 and 2; also any other material by Seyfried.—Walter McKean, 70-24 Queens Blvd., Woodside, N.Y. 11377.

"JERSEY CENTRAL, READING, Mauch Chunk Switchback: A Pictorial Review." Splendid, 100-page, soft-cover, plastic-bound book, 8½x11", replete with fine steam views of Jersey Central power, rare postcard views of old Reading Railway stations, right-of-way and train views, and a wonderful series of pictures, timetables, descriptions, including a vicarious ride over the old Switchback. Any Eastern railfan will find this an enjoyable book. Money back guarantee if not entirely satisfied. Shipped postpaid; only $5 per copy from Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707. Order today!

"OHIO TROLLEY TRAILS," the best-seller written by Harry Christiansen, author of "Lake Shore Electric" and "Ohio's Interrushows," is still being offered at the very reduced price of $3.50. It originally sold for $6.95. Get your order in now while they are still in stock. Special price to book dealers! We are going out of business, due to ill health. Send check to Liz Christiansen, Transit House, 24451 Lake Shore Blvd., Suite 1215, Euclid, Ohio 44123.

AUTHORS: I have a typewritten listing of 850 names and addresses of railfan book buyers from all over the country. This is a recent list and has been used several times with almost 100% success. This list has never been offered for sale before. Transit House is going out of business. Also have a listing of 225 bookstores that order many times over. Send $35. for Railfan list or $12. for bookstore list to Liz Christiansen, Transit House, 24451 Lake Shore Blvd., Suite 1215, Euclid, Ohio 44123.

HELP me look for the needles in the haystack. Many of you rode with my grandfather, conductor Henry Pollard, on the Alamosa-Durango train prior to 1937. About 5'7", hawk-nosed, walked with a limp. Always had "Red" Lewis as shack. The family unfortunately gave away all memorabilia: uniform, photos, grip, ticket punch, the works. Look in the attics and albums. If you think you have any photos, please contact me. C.W. Meehan, c/o Dallas Times Herald, Dallas, Texas.

RAILROAD STOCK CERTIFICATES! catalog, plus beautifully engraved certificate, $2. Also eager to buy all stock certificates and bonds.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

EMD A-UNIT and 3 boosters in baked enamel colors as a tie tac or tie clasp, $2.25. matching cuff links, $2.25 per pair. Many other railroad items are available, as well as personalized belt buckles.—Transportation Jewelry, Box 214, South Station, Fall River, Mass. 02724.

CONCERNED OHIO CITIZENS are working for

improved passenger train service. Vital and innovative plans can become reality with organized support. Let's hear it for passenger trains in Ohio! Annual membership $5. in Ohio Association of railroad passengers, Box 653, Xenia, Ohio. 45385.

FOR SALE: B&O and C&O steam prints on approval, for sale. Hundreds of steam and diesel pictures prints and 5x7 size on approval. Write Max Miller, Box 365, College Corner, Ohio.

NORTHERN NEW ENGLAND steam, diesel photos for sale: B&M CV, MEC, RUT, etc. Large SSE for list.—New England Rail Service, Box 701, Keene, N.H. 03431.

FOR SALE: original 35mm color slides of diesels, stations, and equipment. List free.—Marvin Nielsen, 1409 Augusta St., Rice Lake, Wis. 54868.

WANTED: final passenger timetable issued by MEC before termination of service. Also final tts. of L&BR and Grasse River.—P.J. Templeton, Box 111 Mendon, N.Y. 14506.

POSTER SIZE REPRINTS: 90 years of Milwaukee locomotives (17 of them illustrated and described), $1.50. Timetable/Maps Erie 1875; Northern Pacific 1893; $1 each, postpaid. All for $3. N.Y. residents add sales tax.—Vestal Press, P.O. Box 97, Vestal, N.Y. 13850.

DO YOU BUY or sell negatives or slides of trains? Try RFM. Items sold, free of charge to sellers. Traction and mainline electrics also sold. Send 75¢ for sample copy to Rail Film Monthly, P.O. Box 4676, San Francisco, Calif. 94103.

NEW YORK & ERIE RAILROAD (Piermont, N.Y., to Dunkirk, N.Y.) one-page tariff dated 1852, authentically reproduced on fine parchment paper, suitable for framing. This is an exact reproduction, 19x25", not enlarged or reduced. Dress up your collection with this interesting conversation piece, $2.—John Gillick, 1552 Northland Ave., Lakewood, Ohio 44107.

BOSTON SUBWAY GAME. Enjoy new board game playing Boston Subway. Like Monopoly, it will fascinate the whole family. Visit Boston's places of Interest, change lines, choose jeopardy cards, delay everyone. For ages 10-adult. Price $8, plus $1 postage. Also, Boston subway Jigsaw Puzzle, 500 pieces, 16x20", price $3.50, plus 75¢ postage.—Emporium Publications, 28 Sackville St., Charlestown, Mass. 02129. ●

Coming Events

July 4-7: Independence Limited behind 4501 thru Ohio, W.Va.; overnight accommodations. Wm. Ingram, Roanoke Chapter, NRHS, 5212 Lancelot Lane Apts., Roanoke, Va. 24619.

July 6-7: CNR 6060, Island Pond, Vt., to Portland on Sat., back Sun., chartered buses from Portland and return for connection, air-cond. coaches, snack and open baggage cars. Train tickets $23, bus $10.50. Sponsors, 470 Railroad Club, RRE, and Canadian Railroad Hist. Assn. Get train tickets from Historical Projects, 6060-Portland Trip, Box 8100, Montreal, Que. Canada. Bus, 470 RR Club, Box 641, Portland, Me. 04104.

July 13, 14; 20, 21: steam-powered, air-cond. and open coaches, snack bar, 2 open obs. cars on excur. with 4501, Alexandria to Front Royal, Va. Adults $16, kids $13, sponsored by Washington, D.C. and Potomac chapters, NRHS. Contact Steam Trips, Box 607, Laurel, Md. 20810.

July 14: Shaker Hts. R.T. special; lv. Cleveland Union Term., 12:30 p.m. aboard ex-Twin Cities car, return about 6 pm. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

July 24-28: NMRA Silver Gate convention, San Diego. Write D.N. Kahler, 2565 Carlow St., El Cajon, Calif. 92020.

July 28: annual Schwabbenfest Festival, Union, Ill. Lv. Chicago's Union Sta. 9:35 a.m. for Elgin via Milwaukee Road, special buses meet train, visit Ill. Ry. Museum, with museum train ride incl. on fare. Blackhawk Chapter, NRHS, Box 455-R, Aurora, Ill. 66507. (SSE)

Aug. 3-4: Richmond to Keysville, Va., for Keysville summer festival, both days behind 4501. Richard Whiting, Old Dominion Chapter, NRHS, 3906 Hanover Ave., Richmond, Va. 23221.

Aug. 3: steam trip on Toledo, Lake Erie & Western. $10 incl. train and bus trip, lunch. Details from F. G. Dewey, trip chairman, Michigan RR Club, 19205 Gainsborough Rd., Detroit, Mich. 48223.

Aug. reunion WW1 63rd. Ry. Eng. Battalion. Write Wilbur Hawk, RD 2, Halifax, Pa. 17032.

Aug. 10: Rio Grande Zephyr, Denver to Glenwood Springs, Colo. Contact Tom Daniels, Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80909; Bob Richardson, Colo. RR. Museum, Box 641, Golden, Colo. 80401, or Kenton Forrest, Intermountain Chapter, NRHS, Box 5181, Denver, Colo.

Aug. 16-18: 4th annual Railroad Station Hist. Society convention, Chicago; visit area depots. Details from Andrew Koval, 8018 Muskegon Ave., Chicago, Ill. 60617, or Norbert J. Shacklette, Rte. 5, Box 27, Bunker, Mo. 63629.

Aug. 19-25: Cumbres-Silverton narrow-gage safari, Coast Daylight from SF; ex-Super Chief out of LA for Albuquerque: Sept. 15-Oct. 4: Canadian Fall Foliage Adventure, 3 weeks, 11,000 miles, from Vancouver, B.C., across Canada to Maritime Provinces via CNR; return on CP Rail. Contact James Weinberger, tour director, Pacific Coast Chapter, R&LHS, 2539 Hopkins Ave., Redwood City, Calif.

Aug. 24-25: doubleheader steam, 0-4-0 and 0-6-0, on 25th, Kempton to Wanamakers, round trip, first run over S&L Reading branch in 30 years, gas-powered Berksy evening run on 24th. Adults $6, kids $5. Wanamaker, Kempton & Southern R.R., Box 24, Kempton, Pa. 19529.

Aug. 29-Sept. 2: annual NRHS convention, San Francisco, steam and trolley trips, banquet. Contact NRHS, Box 554, Millbrae, Calif. 94030.

Sept. 1: PCC trip on Toronto Transit lines. Lv. York and Wellington sts. 12:30 p.m., using ex-Cincinnati car, return 6 p.m. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 8-10: Sixth Internat'l Conference on Urban Transp., Pittsburgh. Joe Cullinane, 600 Grant St., Pittsburgh, Pa. 15219.

Sept. 14: sixth annual shortline ramble benefiting Morris County Central RR Museum, steam and diesel. Write Fantrip, Dept. R, Box 237, Cedar Grove, N.J. 07009. (SSE)

Sept. 14-15: Memphis to Corinth, Tenn., round trip behind 4501. John C. Shields, Memphis Chapter, NRHS, 2458 James Rd., Memphis, Tenn. 38127.

Sept. 20-29: Colo. tour, incl. Pike's Peak, narrow-gage lines. Contact Michigan RR. Club, Box 586, Wearborn, Mich. 48121. ●

CP STEAM
(cont'd from page 10)

goat for the rest of our run to Rossland. As we were way behind schedule, we hadn't time to clean her fire. She had been switching all day and the fire was chock full of ashes and clinkers. With level going, she wouldn't have been too bad; but the run from Warfield, where the line branched off to Rossland, was up a steep grade for a distance of ten miles.

As we rounded a curve on the outskirts of town that night, our headlight suddenly shone on a horse and sleigh standing unattended on a road crossing. The hogger hit the air with an emergency application; but at the speed we were traveling, it was impossible to stop in time. We hit that outfit at 30 or 40 miles per hour, splintering the sleigh into a hundred or more pieces. We stopped, waded through the snow to the front of the engine, and found the unlucky horse jammed beneath the yard goat's footboard. With a cowcatcher, it would have been thrown to one side. Switchers have only foot boards.

The hogger reversed our train a few feet until the horse came clear. Then he walked down to figure how we could get the poor beast off the track. The horse's owner, a Chinese man, ran up. He stood looking sorrowfully at his animal. Then, not sharing our opinion that it was dead, he grabbed the bridle and coaxed it to get up. To our amazement, that horse opened its big questioning eyes, turned its head toward its master, and slowly struggled to its feet!

The Chinese man led it down to the right-of-way, checked it over, and could find no sign of serious injury. We guessed that the snow had cushioned its fall and the horse had simply slid along the slippery rails.

The branch line from Warfield to Rossland was abandoned quite a few years ago. That trip in 1926, like so many others in my career as a Canadian Pacific fireman, will remain in memory for the rest of my life. ●

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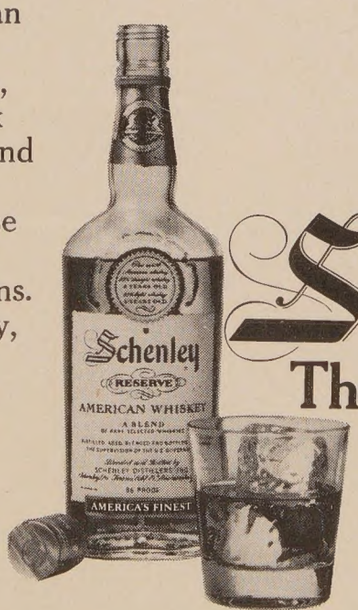

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